THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JULY 15 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

M-SPORT'S ELECTRIC CAT READY TO POUNCE

British team first to unveil Rally1 car p9

BRITISH GRAND PRIX PREVIEW SPECIAL

Williams star says he has a top-10 finish in his sights in this weekend's big race

RUSSELL: I'M GUNNING FOR POINTS AT SILVERSTONE

Rusell (inset) wants to build on 2021 momentum

By Matt James

Formula 1 ace George Russell says he will be giving it everything to land his first points finish for the Williams team at Silverstone this weekend.

The 23-year-old has been knocking on the door of making his breakthrough for the British team this season and was only robbed of a top-10 finish four laps from the flag Austrian Grand Prix 10 days ago when he was overtaken by the Alpine of two-time world beater Fernando Alonso.

But Russell, who scored three world championship points when he substituted for Lewis Hamilton in the Sakhir Grand Prix at the end of 2020, says he is more pumped up than ever to land his first marks for the Williams crew.

In an exclusive interview, Russell told MN: "With the experiences I've had at the back of the grid, that probably motivated me more than ever to get back to the front. In the junior formulas I was always fighting at the front of the grid. I'd never experienced not fighting for points or wins before F1."

Although he is realistic that the Mercedes-powered FW43B will not give him a shot at overall glory in this weekend's British Grand Prix, the Formula 2 title winner said: "If I go out and I finish 10th, we're going to be celebrating like it was a victory."

Additional reporting: James Roberts

Full interivew page 20-23

FEATURE

WHO CAN SPRING A SURPRISE IN THE BIG RACE?

We give the lowdown on the grand prix line-up p16

FEATURE

JOHN WATSON'S STORY OF HIS FINEST HOUR

McLaren man reflects on his Silverstone win 40 years on p18

KELSEY media

£3.99

SERIOUS PRODUCTS

ALL PRODUCTS AVAILABLE FOR IMMEDIATE DISPATCH
VISIT AAOIL.CO.UK, OR CALL TO ORDER

Regardless of whether you are fighting for championship glory, or just racing for fun, racing is a serious business. You want to maximise your performance as a driver, but are you unlocking the full potential of your race car?

Sunoco Race Fuels and Driven Racing Oil are about getting maximum power from your engine, due to reduced wear, minimising failures and saving money on engine rebuilds.

Serious racers use serious products.

British GT, Revolution and TCT/TCR successfully use the 102 octane Sunoco CFR to power their engines. CFR meets both FIA and MSA pump fuel specifications and is a great choice to protect engines and maximise performance. Available from Snetterton's fuel station by the litre or packaged in 25, 50 and 200 litre drums sent directly to you on a next day basis.

Please call for more information.

SUNOCO

DRIVEN RACING OIL

SONAX

DRIVEN RACING OIL · FULL THROTTLE · ISC racerstape · SUNOCO · BMC Air Filter · VR12 · SONAX

Anglo American Oil Company

+44 (0) 1929 551557 www.aaoil.co.uk

COMMENT

Photo: Motorsport Images, Jakob Ebrey

Brit George Russell will lack nothing in terms of support at Silverstone this weekend

A GREAT BRITISH HOMECOMING

We are delighted to welcome George Russell into the Motorsport News readers' questions hotseat this week on the eve of what is the highlight of the British motor racing season traditionally, the British Grand Prix.

The fans will be out in force as the grand prix track is able to throw open its doors once more, and that will mean that there won't be a spare seat in the place. Russell will get the chance to once again prove his Formula 1 prowess. While the headlines might be written at the front of the pack with Lewis Hamilton (and perhaps a little further in his wake with McLaren's Lando Norris), the patriotic eyes will be glancing further back down the field to check the progress of the number 63 Williams-Mercedes.

There is no question of Russell's ability, and he has proven it in all levels on his approach route to Formula 1. And even if there were still doubters, they just had to look at the way he performed when he was given a one-off chance with the Mercedes team at Sakhir last term. While that ultimately led to disappointment, it showed the world – and more importantly Merc boss Toto Wolff – the talent it had on its books.

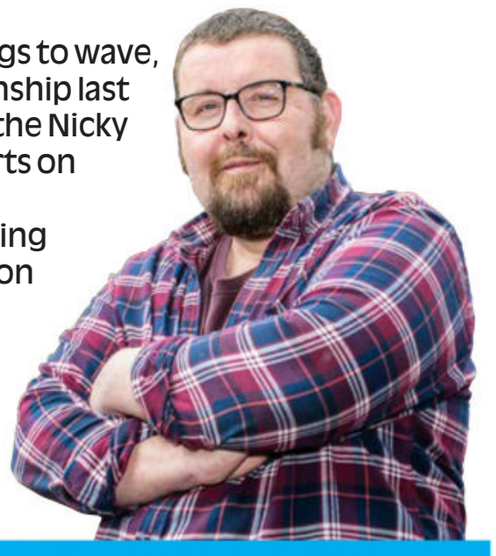
Russell has told us that scoring even a point this weekend will seem like a victory for him, and who can blame him? He has done his learning with Williams and spent almost 50 races trying to coax a top-10 finish from a car which hasn't really had the strengths to do so. And boy, he has come mighty close. He will carry the hopes of all of us as he writes the next chapter in his rise to the top.

We know that Wolff will be watching and that Hamilton's current team-mate Valtteri Bottas doesn't have a deal for next season. All we can ask is that Toto does the decent thing and gives George another shot.

Elsewhere in this issue, we speak to a man who was causing the Union flags to be waved some 40 years ago. John Watson's win was an unlikely one but it was a real turning point for the McLaren team and cause ripples all of its own. David Addison spoke to the Northern Irishman. We also run down the prospects of each team and have a look at the support categories that will be sharing the track with the grand prix cars over the course of the next three days.

Matt Edwards knows all about getting the flags to wave, and he did so again in the British Rally Championship last weekend with his first victory of the season on the Nicky Grist Stages after a fierce fight. Luke Barry reports on page 26.

There is action from the BTRDA Series, a bruising British GT Championship encounter at Donington Park and the national race meetings from last weekend. Enjoy.



Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk

MOTORSPORT NEWS

ISSUE MJ3291 JULY 15 2021

IN THIS ISSUE

The stars come out to play

We pick out our highlights from the Goodwood Festival of Speed

John Watson: 40 years on

The McLaren man realises his dreams at Silverstone, 1981

P20

MN Readers' Q&A: George Russell

The Williams Formula 1 star tackles the readers' questions

P26

Edwards back in the groove in BRC clash

Champion takes his VW Polo to victory on Nicky Grist Stages in Builth Wells

News: Racing	4
News: Rallying	8
News: Historics	13
Highlights: Goodwood Festival	14
Preview: F1 team-by-team	16
Preview: Watson reflects	18
Preview: George Russell Q&A	20
Preview: Silverstone supports	25
Report: BRC Nicky Grist Stages	26
Report: BTRDA Nicky Grist	29
Report: British GT Donington	30
Reports: National Racing	32
Column: Matt James	34
What's on/readers photos	35

Mercedes rules at Donington Park's GT clash

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

Advertising enquiries: 01732 446757

RACING NEWS

Photos: Motorsport Images, Jakob Ebrey

Reutemann won 12 grands prix in his decade-long career in F1

The Argentine drove for the Ferrari team

TRIBUTES PAID TO FORMULA 1 ACE CARLOS REUTEMANN

Argentine, a former championship runner-up, legend passes away a recent health deterioration

By Matt James

Tributes have been paid to Formula 1 driver Carlos Reutemann, who passed away last week aged 79.

The Argentine, a 12-time grand prix winner, was runner up in the Formula 1 points standings in 1981. He began his to-flight career in 1972 at the late age of 29. He took part in 146 grands prix for Brabham, Ferrari and Williams before suddenly retiring early in the 1982 campaign.

The enigmatic driver walked away from F1 without a fanfare as he was up against Williams's new recruit Keke Rosberg, who would go on to win that season's World championship.

Reutemann had lost the 1981 contest to Nelson Piquet amid mystery. Despite starting from pole position and being in a position to claim the crown, he slipped down through the order in the final race in Las Vegas and eventually finished outside the points. He said that his Williams had suffered a gearbox problem, a claim that was later disputed by the team once it had inspected the machine.

Williams technical boss Patrick Head said: "Carlos was incredibly quick, if he wanted to be. But if his psychology wasn't with it, he would not be that way, so he was a very difficult… he was not like your normal driver; he was a very unusual person."

Following his grand prix career, Reutemann moved into politics, representing the Justicialist party and served a four-year term as a governor from 1991, and then was re-elected to the post in 1999 for a further four years. He resisted later calls to run as president of Argentina.

A statement from the bosses of Formula 1 said in a statement: "We are all deeply saddened to hear that Carlos Reutemann has passed away. He was a big part of our sport for many years and was a fighter to the end. He will be greatly missed."

The roads of Albert Park will not be used in 2021

AXE FALLS ON AUSTRALIAN GRAND PRIX FOR 2021

The Australian Grand Prix, which was scheduled to take place on November 21, has been axed for the second season in a row due to the global health pandemic.

The 2020 event, which was due to be the opening round of the season, was called off at the last minute due to the worsening global situation. Attempts to reschedule it later in the campaign failed.

It was also due to be the opening round in 2021, but was delayed from its original March date. However, strict border controls mean that the event will no longer be able to take place.

Despite that, Formula 1 chief Stefano Domenicali said a 23-race season would still be possible..

"While it is disappointing we won't be racing in Australia this season, we are confident we can deliver a 23-race season in 2021 and we have a number of options to take forward," he said.

There is also uncertainty surrounding the Japanese Grand Prix, which is scheduled to take place on October 10. The country's government declared last week that the upcoming Olympic Games will take place behind closed doors amid health fears.

Formula 1 has the option of having a second race in Austin, Texas, around the time of the American Grand Prix, and it is also mooted that Bahrain could again host a second 2021 race, as happened in 2020 when F1 cars used the outer loop of the desert track.

PROCTOR BOOSTED BY BTCC TEST PACE AT OULTON PARK

BTC Racing driver Senna Proctor topped the timesheets during the British Touring Car Championship's annual two-day tyre test last week.

The Honda Civic Type R driver set the benchmark time on the first of the two days of running at Oulton Park, while three-time champion Gordon Shedden topped the runners on day two in his Team Dynamics Honda Civic Type R. Both days were affected by poor weather and some teams chose not to take to the Tarmac when the circuit was at its wettest.

Proctor, who joined the BTC Racing team from the second meeting of the 2021 campaign, said: "To have the fastest time over the whole test is great. Throughout the two days we were very productive.

"We managed to achieve the things that we wanted to get done and we got enough driving in to really validate what we thought we could do and what we thought could make a difference. It's great to get a handle on that.

"We didn't do much wet running but from the laps that I did in the wet, the car felt strong then, too. It was good to get that lap in and we did a couple which were a similar time, so we're happy with the pace of the car. Overall it's been very confidence-inspiring for heading into the race weekend in a few weeks' time."

Proctor topped the sessions

The next rounds of the British Touring Car Championship will take place at the Cheshire venue on August 1.

JORDAN CLOCKS UP THE MILES IN BTCC'S HYBRID TEST MULE

Jordan completed 118 laps

Andrew Jordan took part in the British Touring Car Championship's two-day Goodyear tyre test at Oulton Park last week at the wheel of the Cosworth-TOCA Hybrid Toyota Corolla.

The car ran with the new-for-2022 TOCA engine produced by M-Sport on the Cheshire circuit – as it has done throughout its 2021 test programme. Hybrid power systems are due to be introduced to the BTCC from 2022

Jordan completed 118 laps alongside 27 of the regular BTCC runners.

The 2013 BTCC title winner said: "It was important to [go to Oulton] so we can see performance-wise, the level that it's at, and also to get miles on it. It needs to be reliable for when the championship goes to hybrid power, so we've done a lot more laps than anyone else purely with that reliability in mind. Minor things come up, mainly software-tweaking, as they always will during the development process, and we're working through them."

BIRD TAKES COMMAND WITH NEW YORK FORMULA E TRIUMPH

Briton Sam Bird has moved into the head of the Formula E standings after taking his second win of the season in New York City last weekend.

The Jaguar driver, who had finished in ninth spot in the opener, led home Envision Virgin Racing man Nick Cassidy and title rival DS Techeetah's Antonio Felix da Costa in the weekend's final race to establish his gap at the top of the standings as five points with four races remaining. The next rounds of the championship are due to take place in the ExCeL Centre in London on July 24-25.

Bird had a troubled beginning to the weekend with issues in practice and qualifying, which restricted his points score on Saturday before bouncing back.

He said: "I only missed out on fastest lap. But to top group qualifying, to put it on pole, to win the race, to lead every lap is a perfect day."

The opening race of the weekend was won by BMW Andretti driver Max Gunther. He headed home two-time title winner Jean-Eric Verge (DS Techeetah) and Audi's Lucas di Grassi.

Bird now heads the Formula E points

TEAM BRAZIL SCHOLARSHIP GIVES FESTIVAL CHANCE TO eSPORTS WINNER

Winner of iRacing event becomes the first of the inaugural scholarship's six Brazilian drivers who will battle for a Brands Hatch Formula Ford showpiece race seat

Photo: GTWorld Challenge Europe, Jakob Ebrey, Italian GT Championship, FIA

Ariel (12 and inset) won finalist slot

By Graham Keilloh

Team Brazil Scholarship has the first of its six finalists in place to fight for a 2021 Formula Ford Festival seat with 19-year-old Gustavo Ariel winning its online racing event.

Last week's livestreamed iRacing contest offered a place in the scholarship's final to the winner and simulated the real Festival with qualifying, heats, a semi-final and a final on a virtual Brands Hatch Indy circuit.

Ariel is a multiple karting champion and on his car-racing debut finished third in 2020's ECPA Formula Vee championship. He also has an extensive sim racing CV. At the virtual Brands he beat 28 other contenders and held off Suellio Almedia by 0.123 seconds in the final.

The six finalists are due to be decided by mid-August with the victor announced in September ahead of the late-October Festival. The scholarship's judging panel, which includes Roberto Moreno, will pick the winner using race results and interviews. Over 140 drivers have applied for the scholarship.

The winner will race in the Festival with Swift Cooper, with which Luke Cooper is a regular frontrunner.

Cooper told Motorsport News: "[The online event] all went really well, the race for the lead in the final was amazing, that was great to watch. The leading four all drove brilliantly, gave each other plenty of space and had great racing between them. Especially considering what was on the line it's very easy to do a do-or-die manoeuvre so it was great to see there was sensible driving. [Ariel] has got a really good pedigree in Brazil."

Adam: unprecedented

ADAM IN SENSATIONAL GTWCE POLE AND WIN

Four-time British GT champion Jonny Adam had a sensational GT World Challenge Europe Sunday at Misano 10 days ago with an unprecedented overall pole position then winning by 0.001 seconds.

Adam, in his Garage 59 Aston Martin for the second race of the double-header meeting, became the first in the Sprint Cup to put a Pro-Am car on overall pole. His 1m31.687s mark beat a host of big names in a red flag-interrupted session, and with it earned Aston's maiden Sprint Cup pole. The meeting was also Adam's first visit to the circuit.

Adam – who was paired with Alexander West – then led the race in the opening stint, though his car always bound to drop back during the pitstops as Pro-Am cars need to meet a minimum pitstop time.

West clinched Pro-Am class victory, holding off the rapidly closing Mercedes of Valentin Pierburg by just one thousandth.

Adam said: "It was a drag race at the end. I haven't seen a finish like that in a long time. I'm so happy for the team and for Alex; to get our first Sprint Cup win this weekend has been superb. The team have worked so hard on the car and when I went out to qualify the car just came alive."

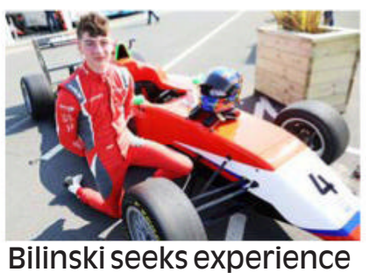
BILINSKI IN ONE-OFF ARDEN F3 OUTING

British Formula 4 racer Roman Bilinski stepped up to make his BRDC British Formula 3 debut last weekend at Donington Park, rejoining Arden Motorsport.

The 17-year-old made his single-seater debut with the team last year in British F4 and switched to Carlin for this F4 season. He returned to Arden at Donington for what is currently a one-off F3 outing.

Bilinski said: "It's a good chance for me to gain more experience at a higher level, and I'm already familiar with a lot of the drivers from Formula 4 and Ginetta Juniors. It's all about going out, learning the circuit, the car and enjoying the experience."

Arden remained a two-car effort at Donington as full-season driver Frederick Lubin withdrew on doctors' advice due to what he called an "underlying health issue". He hopes to return for the Spa-Francorchamps round next weekend.



Bilinski seeks experience

MIDDLETON'S ITALIAN JOB

Young British racer Stuart Middleton overcame the effects of heat exhaustion to take his first Italian GT Endurance championship win at Mugello 10 days ago. It was only the 21-year-old BRDC Rising Star's second race in the category. Driving alongside Alberto di Folco and Andrea Amici in an Imperiale Racing Lamborghini Huracan, Middleton from second on the grid took the lead on the outside of the opening turn then retained first place in his hour-long stint despite having to contend with 40-degree core body temperature due to the car's blocked air vents.

EARLY F4 CAR SWITCH EXPECTED

Motorsport UK has said that it expects an early adoption by British Formula 4 of the recently unveiled second-generation F4 chassis amid a wider category review.

The FIA last week launched the new F4 car, featuring a major safety upgrade including a halo. There is a three-year window for F4 championships to make the switch, and the decision for the timing of British F4's change will be made by Motorsport UK.

Motorsport UK CEO Hugh Chambers told Motorsport News: "It's nice to have a new bit of kit but it means capital investment. The end customers are the drivers and their backers and the step forward in safety makes it pretty inevitable that you've got to introduce it as soon as you can."

Chambers added that a wider review of British F4 is ongoing. "We have been working with the community for the last three months in studying the way forward," he continued, "we see this as a natural point to pause and review where it's going in the next five years. We're getting towards the end of that study."

Motorsport UK is also nearing the end of its latest tender process for British F4's chassis and power unit suppliers, with Tatuus and incumbent Mygale contending for the former and the latter's options including incumbent Ford plus Abarth and Alpine.

Second-generation F4 car, with a halo, has been unveiled

Advertising enquiries: 01732 446757

RACING NEWS

IN BRIEF

Burke in at Newbridge

Darren Burke replaced Darren Turner in the Newbridge Motorsport GT4 Aston Martin at last weekend's British GT Donington Park round, pairing with Matt Topham. Topham and Turner won on debut last time out at Silverstone, but Turner was unavailable for Donington as he was representing Aston at the Goodwood Festival of Speed.

Marshal secretary search

British Motorsports Marshals Club is seeking to recruit a new club secretary as incumbent Paul Wiltshire for personal reasons is not seeking re-election after his current term ends after BMMC's AGM on December 5. BMMC would like Wiltshire's successor to work in tandem with him for the national council meetings in September and December.

BARC update

The British Automobile Racing Club has confirmed that it is working with Motorsport UK and the police to understand the circumstances of the incident of Angela Lucas's fatal C1 Racing Series crash at Snetterton earlier this month. It was the first fatal crash at a UK circuit racing event since that of Paul Conn at Kirkistown in 2019.

Endurance entry

There are still spaces for the British Racing and Sports Car Club's inaugural SuperSport Endurance Cup July 31 Snetterton event. It uses a power-to-weight class structure suiting a variety of cars, that will be shared by up to three drivers each, and is intended to provide an access point for most club-level racers. You can enter at: brscc.co.uk/brscc-supersport-registration-entry/.

Tragedy occurred at Brands

MAN DIES IN BRANDS SET-UP ACCIDENT

Motorsport News was sad to learn that a father-of-nine died after an incident at Brands Hatch setting up the circuit ahead of the recent American SpeedFest meeting.

The incident took place on the Thursday afternoon before the race weekend. An investigation has been opened by the Health and Safety Executive and Kent Police.

Kent Police confirmed a man in his forties was declared dead at the scene and there were no suspicious circumstances. It is believed that the man was working on the circuit's fairground when the incident happened.

MotorSport Vision, which operates the circuit, confirmed the man was a third-party contractor and not a Brands employee.

A GoFundMe page has been set up to help the victim's family pay for the funeral, which you can contribute to at: gofundme.com/f/help-sam-kids-give-carl-a-great-send-off.

BTCC boss back in Euro NASCAR

Photos: NASCAR Whelen Euro Series /Stephane Azemard, Jakob Ebrey

Hollamby (c) claimed the Legend Trophy win in the second race

BTCC TEAM BOSS HOLLAMBY RELISHES EURO NASCAR RUN

The AmD Tuning boss takes class victory in his latest go at the American-style event and now is looking for more appearances

By Graham Keilloh

Former British Touring Car Championship team boss Shaun Hollamby got behind the wheel returning to NASCAR Whelen Euro Series at Brands Hatch's recent American SpeedFest.

After the merger of his AmD Tuning BTCC team with Motorbase for 2021, Hollamby has stepped down from the team and has more time for his own racing ambitions

As per Euro NASCAR's format, Hollamby at Brands shared his DF1 Racing Chevrolet Camaro with Marc Goossens, and the AmD boss finished sixth overall in the second race winning the Legend Trophy class.

Hollamby told Motorsport News: "I've always liked the series but it always clashed with touring car rounds, then two years ago the Brands round didn't clash so I started the season [doing three rounds].

"Then I got a call from Jerome Galpin who runs the series and he was looking for drivers for the [2021] Brands round, because of Covid restrictions some of the drivers wouldn't be able to come. There was a seat available in Elite 2 which is the Rookie-Am level, but lap times are pretty similar.

"It's something I'd do again. I love it. The cars look the part, the series is well run and has a good following. The costs are quite restricted. Sharing is a huge cost saving, it's probably 75% cheaper.

"It was really interesting to race alongside somebody of that calibre [Goossens], I like trying to learn from people who do it really well. I'm fitter than I was two years ago and I have been doing some racing in Historic Formula 3."

Chambers anticipates lift of many Covid restrictions

MOTORSPORT UK ENCOURAGED AT IMPENDING FULL CROWD RETURN

Motorsport UK is anticipating the return of full crowds to venues following Prime Minister Boris Johnson's recent indication that most of England's Covid rules will be scrapped from July 19.

The governing body is consulting with its medical and safety teams to update its restart guidance.

Motorsport UK CEO Hugh Chambers told Motorsport News: "Covid announcements at the moment, they always seem to have lots of caveats. The Prime Minister's announcement is welcomed but it wasn't definitive. [But] it's fair to say that the vast majority of restrictions are going to be coming off [on July 19], it all looks very encouraging.

"We fully anticipate crowds are going to be freely be allowed to return. There'll be more of a reliance of people's personal sense of responsibility. Coronavirus is not going to go away. We'll have more to say I hope in the next week or two when things become clearer."

Tristan Harris, group head of sales and marketing at major circuit operator MotorSport Vision, said: "Having to limit our spectator numbers to just 4000 people, whilst other industries have been given significantly more freedom, has been both painful and frustrating – I'm so relieved that we can plan for full crowds once again."

COMBE BIDS FAREWELL TO LEWKOWICZ

Members of the Castle Combe Racing Club at its early-July race meeting bid farewell to popular racing manager Jo Lewkowicz after 10 years at the club.

CCRC paid tribute to Lewkowicz in a poignant lunchtime presentation during the Classic and Retro weekend with colleagues and club members present, and Lewkowicz received a leaving present that several competitors had contributed to financially.

She has been secretary of over 80 CCRC race meetings and is leaving for a role with the Classic Sports Car Club.

Club chairman Ken Davies described the keen horse rider and owner as: "Personable, versatile, self-motivated with racer stamped through her like a stick of rock, but preferred a one-horsepower pastime!"

Lewkowicz added: "As always, thanks to all the drivers, teams, officials, maintenance, medical staff and of course the orange army that make it all possible. I really appreciated all of the good wishes and pressies from everyone, [it's] been emotional!"

In the immediate term, CCRC's competitions director Steve Weston will assume Lewkowicz's former duties until her replacement is appointed, and the club is seeking to recruit a race coordinator and will advertise this vacancy.

Popular racing manager Jo Lewkowicz (l) received a fond send-off

SPECIALIST PERFORMANCE LUBRICANTS

Oil is the lifeblood of an engine and performance vehicles need only the best lubrication to win under arduous conditions. Motul has a long history of 168 years as a lubricant specialist with a huge reputation in the automotive world. In 1953, Motul was the first lubricant company to develop multi-grade oil. Today, Motul offers a reliable and unbeatable range of quality lubricants, used by drivers and race teams, mechanics and technicians across the world.

Motul in the UK deals with Witham Motorsport as its partner for car products. Witham Motorsport has an impressive track record for service and technical know how and are able to provide the whole range of Motul automotive engine oils, brake fluids, gear oils, coolants, as well as useful engine care and cleaning solutions, technical support and a whole lot more for garages and workshops.

To order online or for more information contact: 01353 723373 motul@withamgroup.co.uk

withammotorsport.co.uk

witham Motorsport OILS
MOTUL
OFFICIAL LUBRICANT PARTNER

BURTON

Fast mail order worldwide.
Order online.
www.burtonpower.com

Follow us on Facebook for latest news

Europe's Leading Classic & Performance Ford Specialist

Order Online
Mobile and tablet friendly website

Easy Mail Order.
Just call us!

Showroom will re-open when Covid-19 restrictions are lifted. Mail Order in Operation.

www.burtonpower.com
- Secure online ordering
- Tuning guides
- Over 4000 product photos
- Flick-through e-catalogue

Tel: 0208 518 9126
- Open Monday - Saturday
- Over 100,000 parts in stock!
- Experienced staff

Showroom and Sales: 617-631 Eastern Avenue, Ilford, Essex IG2 6PN

Burton's Catalogue >>

Digital version also available on-line

Telephone or visit website for your copy!

Advertising enquiries: 01732 446757

Photos: mcklein-imagedatabase.com

Irish WRC fans still face a wait...

RALLY NORTHERN IRELAND BOSSES FACE A NERVOUS WAIT FOR A SLOT ON THE 2022 WORLD CALENDAR

UK-based event is among a host of events pushing to fill the WRC roster 13-round line-up

By Graham Lister

Hopes of a UK round of the FIA World Rally Championship in 2022 are still alive – even though the planned Rally Northern Ireland didn't make the initial cut for next season.

Last week's meeting of the FIA World Motor Sport Council in Monaco approved nine events with four slots up for grabs.

Rally Northern Ireland remains in the mix but is likely to face opposition from seven other candidates as it battles to join the intended 13-round calendar, a one-event increase from 2021.

Bobby Willis, the Rally Northern Ireland director, spoke to Motorsport News following the FIA's announcement last Thursday. Although he wouldn't be drawn on the status of Rally Northern Ireland's funding or how much time is available to finalise a deal with WRC Promoter, he believes that there is still a chance of a UK round of the WRC next year for the first time since 2019.

"I hope we're one of the four," Willis told MN. "I'm pushing like hell and it's my dream to get a WRC rally in 2022. If doors were closed I wouldn't be pushing, I wouldn't be working like hell. I believe there is still an opportunity."

The Monaco WMSC confirmed the dates of the Monte Carlo Rally (January 20-23) and Rally Sweden (February 24-27) and approved the events in Estonia, Greece, Italy, Japan, Kenya, Portugal and Spain for calendar inclusion. The "remaining four slots will be confirmed later", according to the governing body.

It's understood that the Croatia Rally, Rally Finland, Ypres Rally, plus one additional overseas event are among those rivalling Northern Ireland for a calendar spot.

By rubberstamping the dates of the opening two events now, the FIA hopes it will allow the "best possible preparation for the upcoming season", rather than waiting until the Paris WMSC in October.

WRC dream can still be reality for the province

MOTORSPORT NEWS Says...

Rally Northern Ireland might not have been one of the lucky nine handed a 2022 WRC calendar spot, but the game is far from up with four spaces left.

Event boss Bobby Willis won't leave any stone unturned in his bid to get the cash. It's his dream, after all, and he wants it to become a reality.

While it will be money that ultimately decides Rally Northern Ireland's fate, there's plenty of factors in its favour. Suitable stages are in ample supply, political support exists, there's plenty of accommodation and the infrastructure is sound.

Spain and Japan are the only two pure asphalt rallies onboard, meaning there's room on the schedule for at least one more sealed-surface round. The problem is Croatia and Ypres also fit that particular bill.

Graham Lister

THE 2022 CALENDAR CONTENDERS

Motorsport News assesses Rally Northern Ireland's likely opponents in the battle for the remaining four 2022 WRC calendar slots:

Arctic Rally Finland: Although financial reports were favourable, the timing of Rally Sweden would almost certainly make fitting in a second winter rally a non-starter.

Croatia Rally: Organisers are keen on keeping their April slot following the successful debut this year and reported a "contract is on the table", albeit one that's reliant on government funding, following the sealed-surface rally's first WRC appearance.

Rally Argentina: Bosses had planned to run the 40th edition as a round of the Codasur championship in April but the event was postponed with no clarity on when it might run.

Rally Chile: Chile's planned 2020 round was axed for non-Covid reasons and there remains interest from both the organiser and WRC Promoter for a second World championship round following the first edition in 2019.

Rally Finland: Omitting one of the WRC's heavyweights from the initial list of approved events is more a reflection of the event's funding status rather than any kind of dissatisfaction of the job done by the men and women in host city Jyvaskyla.

Rally Liepaja: This month's European championship round was run on a Friday and Saturday to allow for a World Rally Car-only leg on the Sunday as part of a combined ERC/WRC event. A reserve event for 2021, the rally benefits from sound organisation and promotion but could be considered too close and too similar to Rally Estonia to justify a date.

Rally Mexico: The last WRC rally to run before the first lockdown in March 2020, a Nacam championship event next month is the current focus.

Rally Northern Ireland: Bobby Willis is a man who makes things happen and is "working like hell" to secure the cash needed for a sealed-surface WRC event based in Belfast. The FIA and WRC Promoter have both spoken in support of the event in the past.

Ypres Rally: Still waiting to host the WRC for the first time in August. The team in Belgium must first deliver and then ensure there's money in the bank to have another go in 2022.

The rest: Rally Australia bosses are eyeing a 2023 slot. Rally New Zealand is effectively 'owed' a return after Covid-19 forced off its planned 2020 comeback but there have been few updates from a country currently intent on keeping its borders largely closed.

Rally Chile is in the mix

Mexican return is open

NEW PROMOTER FOR EUROPEAN RALLY CHAMPIONSHIP PUSHED FORWARD BY ONE YEAR TO END OF 2021

The European Rally Championship will get a new promoter one year ahead of schedule.

Eurosport Events had been expected to see out its 10-year agreement until 2022 but sought to end its deal early due to its expanding involvement in developing the FIA's electric GT and touring car championships.

It will remain promoter of the ERC until the end of the current season when it will hand over responsibility to WRC Promoter.

"Despite the obstacles we've faced, our commitment to the ERC has never diminished and that commitment will be maintained until the end of the 2021 season," said Eurosport Events' chief Francois Ribeiro. "After taking the decision not to seek an extension to our contract, the correct course of action was to pass on the baton as quickly as possible to the next promoter to ensure a seamless transition.

"We are also following the wish of FIA president Jean Todt for both the ERC and WRC to be organised by one promoter rather than two. The ERC has an exciting future and we have every faith in the team at WRC Promoter being able to drive it forward."

Peter Bayer, the FIA's secretary general for sport, said: "This new structure with a single promoter for the world and European series will strengthen the FIA Rally Pyramid. I would like to thank Eurosport Events for the contribution to the ERC over the years. The relationship will continue with them as the promoter of several circuit-based competitions."

RALLY NEWS

WRAPS COME OFF M-SPORT'S NEW FORD PUMA WRC GROUND-BREAKER

British firm is the first to show its hybrid challenger to fight for 2022 global glory

Photos: Motorsport Images, Hyundai Motorsport, mcklein-imagedatabase.com

The sleek lines of the new SUV-based Ford Puma WRC

The new hybrid machine broke cover at Goodwood

By Graham Lister

This is the Ford Puma Rally1, the first car built for the hybrid era of the World Rally Championship to officially break cover.

Revealed at the Goodwood Festival of Speed last week, the Puma Rally1 will also carry the hopes of an M-Sport team without a win since the 2018 season.

Based on Ford's compact SUV, the Puma Rally1 is set to undergo an intensive development programme after Adrien Fourmaux – part of the M-Sport Ford World Rally Team in the WRC – and M-Sport test driver Matthew Wilson took turns to tackle Goodwood's hillclimb, the car's fist public airing.

M-Sport boss Malcolm Wilson, who had previously been at pains to deny the Puma would replace the Fiesta as the basis of his company's WRC challenger, said: "The switch to the Puma is very exciting with the name already having rally heritage, the car looks fantastic and I cannot wait to see it at the start of the Monte Carlo Rally. The new era of cars is one of the biggest technological advancements in WRC to date. The introduction of the hybrid means that the cars will be more powerful than ever.

"I and the whole of M-Sport look forward to continuing the very successful partnership with Ford to deliver results and keep Ford at the forefront during this new and very exciting era."

Mark Rushbrook, global director, Ford Performance, added: "Ford is 100% committed to an electrified future, and the white heat of competition has been responsible for many of the innovations that appear in our road cars today. The M-Sport Ford Puma Rally1 will put hybrid power to the ultimate test, and prove that the technology is capable of delivering thrilling performance."

The Ford Puma Rally1 will in 2022 go up against Toyota's Yaris and Hyundai's i20 when Rally1 takes over from the World Rally Car class as the WRC's top class. M-Sport, with Ford's support, Hyundai and Toyota have all made three-year commitments.

FIVE FAST FACTS ABOUT THE PUMA

1 Power comes from the 1.6-litre EcoBoost petrol engine with a 100kW electric motor and 3.9 kWh battery.

2 The hybrid pack weighs 95kg and is designed to survive a 70*g* impact.

3 Stored energy will provide "as much as 100kW for multiple boosts of up to three seconds during competitive driving", according to Ford.

4 The battery pack can be recharged using an external power source and takes approximately 25 minutes.

5 Following on from the Escort, RS200, Sierra, Focus and the Fiesta, the Puma is the sixth model type used to front Ford's WRC entry.

HYUNDAI MAN BREEN THINKS ESTONIA CHALLENGE WILL BE TOUGHER IN 2021

Irishman Breen will be back in a top-flight Hyundai i20

Craig Breen isn't banking on a repeat of his podium on Rally Estonia last season when the high-speed gravel event begins today (Thursday).

The Irishman finished second to home hero and Hyundai team-mate Ott Tanak when Estonia hosted the restart of the World Rally Championship season following the easing of lockdown measures after the first wave of Covid-19 infections.

Back then, Breen and his WRC rivals had only completed limited running in the build-up to the event. However, Rally Estonia takes place on the back of three consecutive gravel rallies, while Breen hasn't competed on gravel at WRC level in a World Rally Car since Estonia in September 2020.

"It's going to be a lot more difficult this time around," Breen told Motorsport News. "Last year was the first rally back after Covid and everybody was stopped for six months so it was a level playing field. Now I'm jumping back into the car and the guys have had three gravel rallies on the bounce and that's thousands of kilometres in the car on gravel that I've missed out on between the rallies and the tests. I'm not trying to stack all the odds against me from the start but I think it will be a difficult task."

Breen, who will be co-driven by Paul Nagle, is set to start eighth on the road for Rally Estonia's opening leg. That's likely to hand him an advantage when the stages are used for the first time, although the soft and sandy nature of the road surface results in more ruts appearing for the second pass.

"We'll have a good road position on the first day so let's try to make the most of that," said Breen. "I'm sure the car will give us what we need, it's just about us trying to get the confidence early on and going flat out."

EVANS READY TO GET HIS POINTS CHASE ROLLING AGAIN

Welshman Elfyn Evans won't be giving his poor Safari Rally result a second thought on round seven of the 12-event World championship season in Estonia this week.

Evans left East Africa trailing his World champion Toyota team-mate Sebastien Ogier by 34 points after his leg-one retirement.

"Kenya was not a great rally for me in terms of points but we need to put that aside and focus on doing the best we can in Estonia," said Evans, who is second in the table, 22 points ahead of Hyundai's Thierry Neuville. "Even though there were some very high-speed sections in Kenya, Estonia has a very different character. The sort of stages we have there really bring out the best from this current crop of cars, and driving the Yaris WRC is always such a fantastic thrill on roads like these.

"We know the basis of our car is generally very good in high-speed sections, but there were a few things [in the set-up] that we didn't get 100% correct for Estonia last year, so in testing we've been trying to get the car as good as we can."

Evans and co-driver Scott Martin finished fourth in Estonia last season.

Kenya misery is now behind Evans as he plans for Estonia

Gus Greensmith is upbeat

M-SPORT DEVELOPMENTS TO PUSH GREENSMITH'S FORD FIESTA HOPES

Gus Greensmith hopes to benefit from M-Sport's recent damper and chassis development work ahead of Rally Estonia.

The Briton, 24, starts in the Baltics on the back of his career-best fourth on the Safari Rally in Kenya last month and following a recent test one-and-a-half-day test in Estonia.

"I believe we've made the car even more drivable and predictable," Greensmith said of his Rally Estonia test.

"Looking at the onboards from last year, the majority of the time lost was from big slides or mistakes being made when struggling to get the best out of the car, so the changes should help.

"The update made to the engine earlier this year means it pulls better at the top end.

"It's a small change but top-end speed is what we need in Estonia so hopefully we can be more competitive than we were last year."

EXPERIENCE THRILLING LIVE EVENTS!

FORD FAIR

SUNDAY 8TH AUGUST 2021

SILVERSTONE CIRCUIT

WWW.FORDFAIR.CO.UK

JAPFEST

SATURDAY 4TH SEPTEMBER 2021

SILVERSTONE CIRCUIT

WWW.JAPFEST.CO.UK

TRAX

SUNDAY 3RD OCTOBER 2021

SILVERSTONE CIRCUIT

WWW.TRAXSHOWS.CO.UK

*Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. For entry ticket closing dates, please see individual websites. Warning motorsport can be dangerous.

RALLY NEWS

Cambrian: Green aim

CAMBRIAN AIMS TO BE CARBON NEUTRAL IN FOUR YEARS

Organisers of the Cambrian Rally have set themselves a target of making the rally carbon neutral by 2025, starting with hybrid or electric officials' cars for this year's edition.

Joint clerk of the course Alyn Edwards explained: "The rally runs through some of the most beautiful and environmentally sensitive countryside in the UK and as organisers we are very conscious of our responsibility to reduce the event's impact on this important environment.

"We will give full commitment to this by setting annual environment objectives, and will provide information, training, or consultation with relevant stakeholders to enable them to carry out their environmental responsibilities."

Some of these objectives include offsetting all calculated carbon by planting trees within the north Wales area, introducing a 'Green Cambrian Rally' touring event alongside the main rally (which would be a UK-first) and also becoming one of the first British rallies to demonstrate electric vehicles in competition.

This year's rally (October 30) will also be paperless while organisers are aiming to reduce vehicle movement during the event.

MNCRC CHAMP KELLY EAGER TO LEARN THE CLOSED-ROAD GAME

Title-winner Mark Kelly feels he'll be starting from zero in the Asphalt Championship

Photos: Eddie Kelly, SMJ Photography, Chicane Media, Jakob Ebrey

Kelly knows he will face a test

By Luke Barry

Newly crowned Motorsport News Circuit Rally champion Mark Kelly has his sights set on challenging for top honours on closed-road events with his Ford Fiesta R5.

Kelly won the final three rounds of the MNCRC season to clinch the title a round early and admits his achievement hasn't really sunk in yet.

"I don't think it has," he told MN, "and when I started rallying just over five years ago I didn't believe we would be challenging for titles. I consider myself very fortunate to be able to compete in the sport and also to be competitive in it."

Kelly's next target is to transfer his pace into the Asphalt Championship which begins with the Mewla Rally on August 29. Although the 41-year-old has done some closed-road rallies in the past, he's never done one in his R5.

"I still think we are some way behind the top boys when we talk about going down the lanes," he said. "OK we've done well to have the pace on single venues but I think the learning starts again when we start to go down the lanes. I think the likes of Damian Cole, Jason Pritchard, we've got some work to do to get anywhere near their pace.

"I just don't think I'm tidy enough or quick enough to react in the tight sections, I've got to get better there," he explained. "In the fast-flowing stuff yes we're OK, but I've got some learning to do in the tighter stuff but I think a lot of it's down to experience."

MNCRC BOSS DELIGHTED TO PULL OFF A RALLY SEASON DURING COVID

Motorsport News Circuit Rally Championship co-ordinator Darren Spann has lauded the series' organisational team for pulling off an entire season of rallying under Covid-19 restrictions.

Despite running a delayed, rescheduled and partially shortened calendar that stretched outside the championship's usual winter months, the MNCRC is the only UK rally championship so far to run from start to finish since the first coronavirus lockdown.

Asked how satisfied he was with that accomplishment, Spann told MN: "Immensely so, and it's first and foremost down to the team that I've got around me because without them we couldn't deliver.

"It's a fantastic team of people and we must also give a lot of credit to the sponsors that stuck it out and really must say Annette [Freeman] at Anglesey Circuit pulled it out the bag for us, and Jonathan [Palmer] and David [Scott] at MSV really pulled it out the bag for us. Because make no mistake about it, we've gone into racing season and that's meant compromises on all sides to make it happen, and I'm very, very grateful for that."

Attention though has already turned to the 2021-22 season that will begin, as normal, with the Neil Howard Stages in November.

"We're looking forward to the wind and the rain and the snow again!" Spann laughed. "We're headlong working into the start of the season because traditionally we'd open for registrations in late August, so I've got six weeks to sort myself out."

The MN Circuit Championship ran a full 2020-2021 roster

NEW LIVE TRACKING SYSTEM AN INSTANT HIT

Co-driver Craig Parry has hailed the "mind blowing" early success of the live-tracking service available for onlookers to monitor during UK rallies.

The service, which utilises Sporttraxx tracking systems, displays live map information for each car competing on a rally via the website rallytracking.co.uk. It made its debut on last month's Argyll Rally with website visitors from 13 countries worldwide (as far afield as China and Brazil) and was also used on last weekend's Nicky Grist Stages.

Parry, Sporttraxx's UK representative and the 2016 BRC co-driving title winner, told MN: "WRC and European stuff have had live tracking for a long, long time but to bring it to a national level was quite exciting for us. And all the feedback we've had so far has been really positive. We had over 6000 hits on the website, and it was only live for 48 hours, which was mind blowing.

Live tracking on the Argyll Stages was a hit with the fans

"It was nice to see when you were walking around the service area that everybody seemed to be watching the tracking. It's nice that it's created so much interest so early on."

M-SPORT'S MATT WILSON SURE RALLY3 CLASS WILL BE ATTRACTIVE TO NATIONAL DRIVERS

Matthew Wilson predicts M-Sport's new Ford Fiesta Rally3 "will be up there with the best" four-wheel-drive cars on certain stages after an impressive UK debut on the M-Sport Stages.

Wilson finished sixth overall in the 215bhp, three-cylinder, 1.5-litre Fiesta but was as high as third after the opening stage. The car used in Greystoke is one of the first production models and will be used as a demonstrator in the UK.

"We haven't actually decided what we're going to do with it," Wilson told MN, "use it ourselves, hire it out or maybe sell it, but we want to use it to generate interest.

"At present, it's not easy for youngsters to make the step up from Rally4 to Rally2. It's not just a huge performance gap, there is a big difference in finance and technology. This new car will not only be cheaper to buy, it will be cheaper to run and provides the ideal step up. It will also be attractive to national and club competitors here at home."

At the conclusion of the Rally3's UK debut, Wilson's huge smile said it all: "It's brilliant. It was on the door handles in there and we didn't put a spanner on it all weekend. It lacks the grunt of the bigger cars on the straights but give it a twisty stage and it will be up there with the best of them."

Wilson says the new Ford Rally3 machine will thrill drivers

RALLY NEWS

New Nitro RX machine

WRAPS COME OFF THE NEW NITRO RALLYCROSS MACHINE

Nitro Rallycross has revealed the baseline bodywork concept for its new all-electric FC1-X SUV rallycross car, that will race in the new Group E category from 2022.

Based on a tubular spaceframe chassis, the FC1-X is being developed by Swedish outfit Olsbergs MSE and Spanish firm QEV. A driving chassis, without bodywork, was shown to teams in a RallyX Nordic event at Holjes in Sweden recently, while nine teams have so far committed to running in the new series.

Nitro Rallycross will host a five-round campaign in America this year, before expanding into Europe and the Middle East in 2022.

The new FC1-X electric class, which will run alongside the existing ICE Supercar category, has been named Group E as a homage to the legendary Group B rally regulations, in part due to the new cars having the equivalent of 1000bhp.

Nitro Rallycross founder Travis Pastrana said: "Our goal was to create the toughest and fastest rallycross car ever built for competition. That's a tall order, but we're excited to see the results. Group B cars were the baddest cars ever rallied hence the name of Group E."

The FC1-X's aero package has been created so drivers can make in-race adjustments.

CORK FORESTRY CANCELLED BECAUSE OF ENTRY PRICING STRUCTURE

Disagreement in Ireland has sparked unrest among the wider rallying community

Photos: Martin Walsh

The Cork Rally has been axed

By Martin Walsh

Organisers of the cancelled Jim Walsh Memorial Cork Forest Rally, which was due to take place on August 22, have stated they were not prepared to run the event under the new format and pricing structure laid down by the governing body.

Motorsport Ireland's insistence at charging €900 for a one-day event is contrary to the Cork Motor Club's ideals, which claims it could run the event with a cheaper entry fee.

Paul Casey, clerk of the course, told Motorsport News, "We must be seen to support the competitors and put on the best possible event for all and keep the cost to the minimum."

Club vice-chairman Greg McCarthy added: "We are not in the business of profiteering from our loyal competitors and are disappointed it has come to this."

It's the latest episode in a season of discontent within Irish motorsport. Last month, the governing body was hit with no fewer than 10 votes of no confidence in relation to its governance of motorsport. The Cork club was among those that was subsequently summoned to a meeting with members of the Irish Motorsport Federation (IMF) and the Motor Sport Council in Dublin. As yet, there's been no official statement on those meetings.

Meanwhile, momentum is gathering among competitors that are willing to boycott events to bring about change. An internal email (written in 2020) from a high-ranking official within the Motor Sport Council that was leaked on social media has sparked much of the unrest. Motorsport News understands its content was extremely disparaging to competitors and club officials.

MANX RALLYING SET TO RESUME IN OCTOBER WITH POKERSTARS

Rallying is poised to return to the Isle of Man this October with organiser of the Pokerstars Rally, Manx Auto Sport, confirming the event will go ahead this year.

No stage rallies were held on the island last year due to coronavirus, and while the Manx National didn't take place this year either, the Pokerstars (October 1-2) will put that right in 2021 with a 13-stage, 120-mile event.

It will be a round of the Asphalt Rally Championship as well as the BTRDA's Mixed Surface Challenge.

Mark Quayle, Pokerstars clerk of the course, said: "It's been a difficult 12 months for everyone and motorsport on the island has been hit hard by the pandemic. Our two showcase events, the Manx National and Pokerstars Rally, are highly regarded in the UK and further afield so not being able to run the events since 2019 has been a huge blow for the club and communities.

"But we have been working hard to produce another classic Manx offering in 2021 and are excited to be able to bring rallying back to the island again. We have prepared yet another classic event that our previous competitors will be familiar with, but with the addition of several new twists, ensuring the rally can be enjoyed by both crews and fans alike."

Event regulations were published yesterday (July 14) while entries open on Saturday this week.

Stage rallying will return to the roads of the Isle of Man in 2021

RALLYING: MACH 1 STAGES RALLY BY JOHN FIFE **JULY 10-11**

INGLIS HITS WARP SPEED TO CLAIM MACH 1 STAGES RALLY TRIUMPH

Alistair and Colin Inglis prevailed

Alistair and Colin Inglis won their third Mach 1 Stages Rally at the weekend. Previous victories were earned in their Lotus Exige but this time they had a Ford Fiesta R5. Gordon Morrison and Calum MacPherson were a very close second with Tom Blackwood and Gordon Winning completing a Ford Fiesta R5 podium lockout.

After eight stages on Saturday it was Derek McGarrity and Paddy Robinson who held the rally lead in their Fiesta WRC by just three seconds from Inglis, but on the second of four stages on Sunday morning the World Rally Car broke its second gear, putting the Northern Irish visitor out.

That meant Inglis now led the rally but Morrison was threatening. He had lost 20 seconds on an early morning indiscretion on the very first stage but was fully intent on closing that gap. Unfortunately on the opening Sunday test he caught another competitor and lost another 20s as he strove to get past. That didn't deter Morrison who kept Inglis on his toes until the final stage was done.

First time out in his new Ford Fiesta, Ian Forgan with Chris Lees completed the R5 domination at the head of the field in fourth place although John Rintoul's R5 suffered a power delivery unit failure.

Bruce Edwards and Jim Smith were best of the rest in their Darrian GTR with the fast-improving Kyle Adam and Steven Brown completing the top six in their Ford Escort Mk2.

Others who may have threatened the top six included the Subarus of Lee Hastings that suffered an under-bonnet fire and Ian Paterson's car that broke its gearbox, and Barry Groundwater's Mitsubishi which sheared a drive belt pulley.

Top Junior 1000 driver was Archie Swinscoe in his final (age limited) year of Junior competition but one second separated the second- and third-placed drivers. Owen Paterson held a 12s lead over Tom Johnstone with two stages to go but a mighty effort from Johnstone turned it around. Northern Ireland's Letisha Conn was only 9s behind in fourth place.

At the finish, Morrison was the first to congratulate Inglis – while observing social distancing measures – who was full of praise for the rally and its format. He said: "That was a cracking day's sport. Yesterday we did 44 miles of stages over eight stages and this morning we had four 13-milers!"

Results

Organiser: Dunfermline Car Club **When:** July 10-11 **Where:** Campbeltown **Championships:** Marshall Construction Scottish Tarmack Rally Championship **Stages:** 12 **Starters:** 79

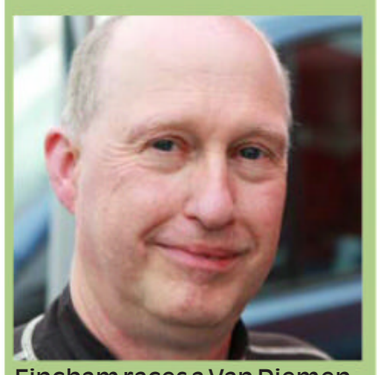
1 Alistair Inglis/Colin Inglis (Ford Fiesta R5) 1h37m49s; 2 Gordon Morrison/Calum MacPherson (Ford Fiesta R5) +22s; 3 Tom Blackwood/Gordon Winning (Ford Fiesta R5); 4 Ian Forgan/Chris Lees (Ford Fiesta R5); 5 Bruce Edwards/Jim Smith (Darrian GTR); 6 Kyle Adam/Steven Brown (Ford Escort Mk2); 7 John Bradley/Ryan Crozier (Ford Mk2 Escort); 8 Gerry Fitzelle/Mark Mason (Ford Escort Mk2); 9 Alistair Dalgliesh/David Dalgliesh (Mitsubishi Lancer E9); 10 Joe McQuillan/Shannon Turnbull (Mitsubishi Lancer E9). **Class winners:** Cameron Craig/Terry Mallin (Peugeot 205); Jamie Miller/Ian McCulloch (Citroen C2-R2 Max); Bradley/Crozier; Edwards/Smith; Inglis/Inglis. **Junior 1000:** 1 Archie Swinscoe/Barry Young (Skoda Citigo) 57m08s; 2 Tom Johnstone/Ian McRae (Skoda Citigo) +1m53s; 3 Owen Paterson/Callum Shanks (Peugeot 107).

HISTORICS

DOWN THE PUB

ALAN FINCHAM

Classic FF1600 racer
Age: 60 **Lives:** Attleborough



Fincham races a Van Diemen

He's been racing since around 2005
"I've raced for 15 years but I did have a break for a couple of years. I've always raced a Van Diemen RF80 in Classic Formula Ford 1600. I grew up in Wymondham, right next to the Lotus track at Hethel. Those were the days when Formula 1 teams used to test on their own tracks. On a summer day when the sun was shining, me and my mates could hear the cars and so we'd cycle down and watch the Lotus F1 cars testing. That would have been the mid to late 1970s in the days of Ronnie Peterson."

He did some karting
"I used to do some arrive and drive karting and used to go to Buckmore Park once a month do the one-hour endurance races. I ended up in an accident and I got thrown out of the kart in front of 40 karts coming the other way round the hairpin and I reflected on the safety levels in karting!"

He then looked at single-seaters
"My grandad died and left me a little bit of money and I only wanted to do single-seaters. I wanted to race what I call a proper racing car. And really, I ended up with the Van Diemen because I was walking round Snetterton on single-seater days chatting to people. Virtually everybody said: 'you want to give Ken Thorogood a call'. He's three miles from where I live."

Ken Thorogood was a big help
"This is my third season back after the break and the nice thing is that I'm going quicker generally speaking now than I was prior to the break so that's good. I had to be sensible with my budget. The reason we chose Classic Formula Ford in the end was because Ken is Mr Classic and when you start out knowing nothing he used let me go over to his workshops and work on the car and learn a bit about the car, because I'm no mechanic."

Classic FF is a good fit
"I think Classic is just right for people like me. You've got a nice array of talents, a nice array of drivers and ages and so on. And while I suppose I've only ever been in midfield I'm working hard now at getting a little further up. It is a bit of a cliche but it really is one big family."

Photos: Paul Lawrence

Martin Brundle, right with his son Alex, will handle a Jaguar E-type in the popular Silverstone Classic event

MARTIN BRUNDLE TO JOIN HIS SON ALEX IN SILVERSTONE CLASSIC OUTING

Formula 1 podium finisher to join the entry list in Jaguar E-type

By Paul Lawrence

Formula 1 star Martin Brundle will team up with his son Alex to race a Jaguar E-type in the 60th anniversary race for the model at Silverstone Classic on July 30-August 1.

While Alex has become a regular in historic racing in recent times, it will be Martin's first race for two years and the first time they have shared a car in a historic race.

Martin, 62, and Alex, 30, have raced together several times before, sharing a prototype at Le Mans in 2012 and more recently an Aston Martin at the Nürburgring in 2019, but the early 1960s E-type is a fresh challenge. Alex has raced an E-type this season with Gary Pearson and will also race a Lola T70 MK3B and a Lister Knobbly during The Classic.

"I've never raced a classic car at Silverstone before but I can't wait to get racing again – it will be my first time since the Nurburgring," said Brundle Sr. Having stepped back from his full-time role in the Sky F1 commentary box, he will be attending the event for the first time.

"I've heard so much about the Classic but I've never yet witnessed it as it always seems to clash with a grand prix, which, of course, it does again this year. But after 37 years in the Formula 1 paddock, I'm no longer doing quite as many F1 races. I'm not going to Hungary and so have a little more time in my diary these days."

Maynard gets to grips with ex-Rahal Lola T290

Maynard will run the ex-Bobby Rahal car through the season

Historic F2 racer Julian Maynard has joined the Thundersports grid with the ex-Bobby Rahal Lola T290. He had his first run at Donington Park recently and scored two strong results in the car that Rahal first raced in 1973.

Later, Indycar star Rahal found the car again and bought it back to restore and race and brought it to the Silverstone Classic one year. It then spent eight years with an American owner and Maynard acquired it in the spring.

"Testing for Donington was the first time I'd sat in it," said Maynard, who has the car back in the livery of Red Roof Inns. "We'll run this alongside the F2 car: it's the same engine and the same era."

Maynard used to race Sports 2000s and started in Formula Vee alongside Thundersports racer Mark Richardson many years ago.

Masters Pre '66 outing added to Silverstone grand prix timetable

The Masters Gentleman Drivers Pre '66 GT series is a late addition to the support race line-up for programme for this weekend's British Grand Prix at Silverstone.

The last-minute opportunity for Masters Historic Racing, came when the Porsche Supercup race was lost to Covid travel restrictions as many of the teams are based in Germany.

Masters quickly organised a pair of half-hour races for its Pre '66 GT series and the 36-car entry list was filled within minutes of being announced to competitors. The sprint races will not feature the usual pitstops and driver changes.

"We are absolutely delighted to have had the call from Formula One Management," says Masters event manager Rachel Bailey.

The iconic Jaguars will be reunited at Silverstone

JAGUARS BACK ON TRACK IN SPECIAL XJR-15 CELEBRATION

The Jaguar XJR-15 race series will be celebrated during the Silverstone Classic when the top three finishers from the 1991 British GP support race will be on track.

In '91, 16 of the half-million pound cars raced at the grands prix at Monaco, Silverstone and Spa, with the final-round winner scooping £1 million.

The Silverstone race came immediately after Nigel Mansell's F1 victory and only five of the XJR-15s escaped damage as Juan Manuel Fangio II won from Bob Wollek and Ian Flux.

Flux said: "Being the only Brit on the podium, I was given a hero's welcome from all the Mansell fans. Hearing them all singing 'Fluxie' is one of my everlasting memories."

IN BRIEF

Martin Thomas
Motorsport News was sorry to learn of the recent death of touring car racer and preparer Martin Thomas after a short illness. As the owner of Saffron Road Garage he was best known for racing Chevrolet Camaros and then preparing Rovers through the 1970s and 1980s under the SRG Motorsport banner. He starred on the BBC's '100 Greatest Sporting Moments' in one of his Camaros at Crystal Palace.

Birley wins big
North Wales rally driver Julian Birley was the winner of a £2150 entry refund for the Roger Albert Clark Rally. All 75 entries paid in full on June 30 went into a draw and Sunbeam Talbot driver Birley was the lucky winner. Meanwhile, Andrew Siddall won £1000 off the entry fee in a draw among all 150 confirmed entries.

HRCR on the island
The HRCR Stage Masters Historic Stage Rally Championship will feature on the recently confirmed Isle of Man-based Pokerstars Rally (October 1-2). The event will mark the return of closed-road rallying to the island after the Covid break and entries will open at 1900hrs on Sunday. The route will take in 120 competitive miles in 13 special stages.

Zandvoort is go
This weekend's Historic Grand Prix at Zandvoort in the Netherlands will go ahead but without the planned UK races as Covid travel restrictions continue to impact cross-channel trips for UK competitors. Masters Historic Racing, the HGPCA, HSCC Historic Formula 2 and FIA Historic Formula 3 were all due to take part of the popular event, which will still run with a programme of European-based races under the Zandvoort Race Classics title.

Buckton's one-off
Historic Formula Ford racer James Buckton had a one-off Formula Junior race at Cadwell Park last month in the rare Lynx owned by Vernon Williamson. It was Buckton's first race for nearly two years – since the 2019 Oulton Park Gold Cup – and was a thank you after he'd done some work on the car for the owner.

Spooner returns
Howard Spooner this season has ended a lengthy lay-off from racing to run the Ford Capri RS2600 of Philip Walker in the Dunlop Saloon Car Cup. "I've had about six years out of racing," said Spooner. "Then I contacted Philip and told him I was interested in starting racing again, and he offered me the loan of the car. I'm loving it. It's a great bit of kit."

Tilley steps up
Benn Tilley made his Historic Formula Ford 2000 debut at Donington Park recently in the Delta T80 owned and prepared by Simon Ayliff. The car came from Neil Fowler's team where it was raced by Brian Morris and is now available for hire via Ayliff Classics in Bourne in Lincolnshire. Ayliff invited Tilley to drive it for the first time and he showed good pace to finish both races

Advertising enquiries: 01732 446757

GOODWOOD FESTIVAL OF SPEED

THE STARS COME OUT TO SHINE

***David Addison** enjoyed all the fun of the fare in West Sussex last weekend*

People milling around, no facemasks, happy competitors. It felt like a Goodwood Festival of Speed should.

The overriding message of the weekend was that the event was back. Forget all this Covid-19 stuff for one weekend at least and enjoy yourselves. And people did, despite the weather.

The pandemic still had a say, however, as possibly did Brexit, meaning that far fewer cars and drivers came from overseas for the first year in a long while. Those who did deserved extra plaudits to risk quarantining all in the name of motorsport, and for Roger Penske heading to Goodwood for the first time since 1963 it was quite a moment.

Where else could you be to see Tom Cruise, watch a racing car with a turbine engine, see a two-wheeled stunt driver, drift cars and F1 World champions? Welcome to the Goodwood Festival of Speed…

MARIO ROLLS BACK THE YEARS IN HIS LOTUS 79

The Lotus 79 looked, to use Mario Andretti's phrase, as it if were "painted to the ground". It swooped around the first corner and headed up the hill. Sitting in the familiar black-and-gold ground-effect car was an equally familiar crash helmet, the silver and red livery that adorned that of a World champion. It was him. Andretti was at the wheel of his championship-winning Lotus 79 and it was as though the clock had been turned back to that bitter-sweet season for Lotus. Andretti had many different things to drive over the weekend: Porsche, Lola and the Lotus 49 in which he bagged pole for his first grand prix, but for many seeing him in the Lotus 79 was the highlight of the weekend. Andretti was one of many to be an interviewer's delight over the weekend and reminded people what an asset to F1 he was in the 1970s.

GUNNING FOR A TIME TO WOW THE FANS

With no electric Volkswagen to dominate the hill shootout, this was expected to be one of the closest in a while. It was a thriller as a barnstorming run by British Touring Car Championship ace Jake Hill in his Nissan Skyline (above) put him top before the times tumbled yet further. Jeremy Smith starred in his Spice SE88, a car that needed a mercy dash to Birmingham on Friday for a new gearbox, while Harry King (Porsche 911 GT3 Cup) was his irrepressible self. Rob Bell (McLaren 720S GT3X) coped with a late sprinkling of rain to be over two seconds quicker, while final runner Travis Pastrana (Subaru Impreza WRX) did doughnuts before the start to warm up his tyres. He was quickest to Turn 1 but then lost ground, despite trying hard, so Bell won after a tremendous run. Considering he's only ever been up the hill as a passenger before Thursday, it was an impressive effort.

GOING OFF ROAD TO HONOUR MIKKOLA

The Rally Stage, designed by the late superstar Hannu Mikkola, was again a focal point of the event as an excellent, and eclectic, entry was assembled for the three days of running. Although Saturday's rain made it like a skating rink for everyone, even in four-wheel-drive cars, the quality of the action was undimmed and the entry boasted almost everything from Ford Escort Mk1s to a Skoda Fabia R5. Tom Williams (Skoda Fabia R5) was the man to beat although stalwart Roger Duckworth (Subaru Impreza) and Kevin Furber (Peugeot 208) ran him close, while a welcome addition to the ranks was former British F1 Championship racer Kim Mather, last seen rallying a Volkswagen Scirocco 4WD in the early 1990s. Where else could you see a Metro 6R4 (below), a Lada VFTS and a Land Rover Wolf all vying for a time? The entry did the late Mikkola proud.

Photos: Motorsport Images

PENSKE, 84, IS THE STAR TURN

With Rolls-Royce one of the brands that he sells, Roger Penske has been to the neighbouring car maker's plant many times but hadn't been to the Goodwood circuit since 1963. Then he saddled a Ferrari 250GTO to eighth in the single-driver RAC Tourist Trophy and for the Festival weekend he elected to drive something more modern, the Porsche RS Spyder that Penske as a team ran to victory from 2006 until 2008. Penske's career was one of the celebrated themes of the weekend and aged 84 he could have been forgiven for doing the occasional run and catching up with old friends. Not a bit of it. He didn't miss an opportunity to hit the hill all weekend, and drove the Porsche with some speed too, as well as dealing gracefully with the countless interview requests.

BALE TALES ARE THE STORY OF GOODWOOD

Straw bales are derided items. They are thought to be dull and rectangular, only good for sitting on or ultimately fed to horses. But they are tough. And when challenged they can pack a punch. Just ask Justin Law, Orlando Lindsay or Jack Tetley, all of whom suffered damage on Sunday. Law's Jaguar XJR12D was the first to succumb to a hay-bale on Sunday morning, a damp patch catching out the experienced racer and pitching him into a slide he couldn't correct. One point to the bales. Lindsay's Jaguar XJR15 had a big off heading up the hill when he ran wide on to the grass and spun. Two points to the bales. Tetley's NASCAR Chevrolet (left) came off worse of all, catching the bales on one side front and rear and then on the opposite side of the road as he pirouetted in the shootout having ran slightly wide at the last kink of Carne's Seat. Respect the bales was the message...

F1 HEROES SAMPLE AN ICONIC McLAREN

Lando Norris and Daniel Ricciardo shared a McLaren at the weekend, Not just any old McLaren but the one in which Ayrton Senna won the 1990 F1 title after his turn-1 clash with Alain Prost's Ferrari. Ricciardo on Saturday and Norris on Sunday both had tales to tell. Ricciardo went out as the road dried, the car being filthy when it returned but Danny Ric got the message and cleaned it himself. Norris drove on Sunday, England flags attached to the car, and was impressed but respectful. "I'm not going to go too fast and risk sticking it in the wall," he conceded. "It's an amazing car with its history but I need to make sure I'm up the job. You have to admit, it's a pretty frickin' awesome car". Eyes now are on the British Grand Prix.

SAM SCHMIDT: A MODERN HERO

There are moments at Goodwood that hit you. It can be a car you have a fondness for or a driver who is a hero. Or it can be a human tale and none was more jaw-dropping than Sam Schmidt's post-run interview on Saturday. He explained how his Chevrolet Corvette was built to cope with his needs, the American IndyCar team owner having been rendered a quadriplegic after an accident. "I steer the car by moving my head left and right," he explained in a matter-of-fact way, "and infra-red sensors detect the movement. Then I have a tube that I blow through to go and I suck on to slow down." Now read that sentence again. It's not April 1, but genuine here-today technology that has changed one man's life and hopefully will evolve, reduce in price and allow anyone in a similar position to lead a more normal life.

SWIFT AND EASY IN A MINI

Goodwood and Nick Swift go together like strawberries and cream, so it was a surprise to learn that he'd never tackled the Festival hillclimb before. That didn't faze the Mini maestro who launched his 1275GT, dressed as Richard Longman's British Saloon Car Championship-winning mount from 1978 and '79, up the hill. Swift's grin was as wide as the road and he gave the shootout run his all. It was a committed performance as he three-wheeled around turn one, didn't brake for the last kink and annihilated more recent and powerful machinery. He was 17th...out of 35 cars. He was ahead of 1970s and 80s F1 machinery, Chevrolet-powered Americana and made some of the Super Touring set look undercooked. And best of all he won many new fans, all captivated by "that little Mini" as Swift drove up the hill as though his life depended on it.

JOHN WATSON GETS BACK IN THE F1 GROOVE

New overalls, a HANS-device, John Watson was taking this properly. The Ulsterman was behind the wheel of the Penske PC4 that he took to victory with in the 1976 Austrian Grand Prix and thus had to honour his agreement with Roger Penske that when he won a race he would shave off his beard.

You don't see Wattie in a racing car very often these days but the smile on his face on Saturday suggested he was having a good time, albeit as he admitted it was tricky on Saturday after rain for much of the morning and barely any grip from the old, rock-hard tyres on the car.

SHINING A LIGHT ON TOMORROW'S TECHNOLOGY

Tomorrow's technology today might sound a bit twee, but at Goodwood it was true. There was James Cole in the 2022 BTCC hybrid-spec Toyota Corolla, fresh from two days of testing at Oulton, having its first proper public outing and Ford launched its Puma Rally1 hybrid car for 2022 as well. The Toyota looked quick suggesting BTCC fans will have no fears for the quality of racing next year, while the M-Sport Puma, driven by Matthew Wilson and Adrien Fourmaux was fast and noisy. Yes, noisy. It looked, behaved and sounded like a rally car should. That the car was so fast and well-sorted straight out of the box should bode well.

Advertising enquiries: 01732 446757

FEATURE

THE STARS WHO ARE READY TO SHINE IN THE UK'S SHOWPIECE RACE

Matt James gives the lowdown on who's hot and who's not going to Silverstone

This year's Formula 1 season has already been a belter. There have been only three winners from two different teams, but the bare statistics don't point to what a pressure-cooker year it has proved.

The reason for that is the resurgent form of Red Bull, which has gone flexi-wing-to-flexi-wing with benchmark Mercedes-Benz for glory. Lewis Hamilton, the reigning champion, has relished the fight with Max Verstappen so much that he has already put pen to paper for the next two campaigns after this one.

But that is looking much further ahead. In sharp focus for this weekend is the Battle of Britain, with 52 laps to unfold in front of the best drivers in the world. They will, too, be performing in front of a packed out. Here's our guide to who will shine and who will be left scratching their heads.

Photos: Motorsport Images

Red Bull

Car: Red Bull RB16B
Engine: Honda RA621H
Constructors' Championship position: 1st

Drivers
Max Verstappen (NED)
Age: 23
Number: 33
Drivers' Championship position: 1st
Best 2021 result: 1st (x 5)

Sergio Perez (MEX)
Age: 31
Number: 11
Drivers' Championship position: 3rd
Best 2021 result: 1st (x 1)

Red Bull is coming to Silverstone looking for its sixth straight grand prix victory. Max Verstappen is on the crest of a wave having scooped five of those wins – more than he has ever taken in a single season before. And, guess what? He is F1's most recent winner at Silverstone, having claimed the 70th Anniversary Grand Prix in early August last year.

Clever work by Red Bull has made the RB16B faster in a straight line than it has gone before, and Honda has the horses. The chassis is a fine one and will be attuned to the UK track's high-speed challenges .

With Sergio Perez becoming the perfect wingman for Max (something he has not always had before), it appears that this race will be the Milton Keynes-based team's to lose.

Mercedes

Car: Mercedes F1 W12
Engine: Mercedes-AMG F1 M12
Constructors' Championship position: 2nd

Drivers
Lewis Hamilton (GBR)
Age: 36
Number: 44
Drivers' Championship position: 2nd
Best 2021 result: 1st (x 3)

Valtteri Bottas (FIN)
Age: 31
Number: 77
Drivers' Championship position: 5th
Best 2021 result: 2nd (x 1)

Mercedes comes to the British race in second place in the constructors' championship battle. That is something that has been unthinkable for more than half a decade.

Lewis Hamilton started off with a spring in his step but has found the challenge from Red Bull a stern one. Mindful to pick up points where he can, he has maybe toned down the aggression a little this season to keep Max Verstappen in his sights. If Hamilton can pull out one of his special qualifying laps and start at the front, he has a chance to stay there. If he is on the back foot after Saturday, he might face another long weekend.

Valtteri Bottas, on the other hand, is staring down the barrel of his final season at Merc and will have to produce something truly spectacular at Silverstone to edge towards retaining his seat.

McLaren

Car: McLaren MCL35M
Engine: Mercedes-AMG F1 M12
Constructors' Championship position:

Drivers
Daniel Ricciardo (AUS)
Age: 32
Number: 3
Drivers' Championship position: 8th
Best 2021 result: 6th (x 3)

Lando Norris (GBR)
Age: 21
Number: 4
Drivers' Championship position: 4th
Best 2021 result: 3rd (x 3)

The McLaren flags will be out in force this weekend, buoyed by Lando Norris's recent run of form that has helped him to three podiums this season. The young Briton is edging closer to the front, and Silverstone will be a glorious homecoming.

The McLaren has a chassis which is nearly as good as the Mercedes version, and has the same level of grunt as the current title-winning team so expect it to put the frighteners on the Silver Machines again.

The enigma of the season is Daniel Ricciardo, partnered with Norris. The likeable Aussie has been put in the shade by his young team-mate and has yet to appear anywhere near the top three finishers in any grands prix this year. This needs to change – both for him and the Woking squad.

Ferrari

Car: Ferrari SF21
Engine: Ferrari 056/6
Constructors' Championship position: 4th

Drivers
Charles Leclerc (FRA)
Age: 23 **Number:** 16
Drivers' Championship position: 6th
Best 2021 result: 4th (x 3)

Carlos Sainz (ESP)
Age: 26 **Number:** 55
Drivers' Championship position: 7th
Best 2021 result: 2nd (x 1)

Ferrari's season has been patchy at best. The Italian giant has arguably one of the most talented driver line-ups on the grid with Charles Leclerc and Carlos Sainz and yet it has failed to deliver.

There were some bright spots, with back-to-back poles for Leclerc at Monaco and Baku. Both of those circuits, though, are very different to the flat-out sweepers of Silverstone and those performances might not translate into results this weekend – just look at the nadir it had at Paul Ricard as evidence of just how badly it can go when the car's not hooked up.

Power tracks have pushed the Scuderia's machines further down the pecking order and this weekend will be an exercise in damage limitation.

AlphaTauri

Car: AlphaTauri AT02
Engine: Honda RA621H
Constructors' Championship position: 5th

Drivers
Pierre Gasly (FRA)
Age: 25
Number: 10
Drivers' Championship position: 9th
Best 2021 result: 3rd (x 1)

Yuki Tsunoda (JPN)
Age: 21
Number: 22
Drivers' Championship position: 14th
Best 2021 result: 7th (x 1)

Pierre Gasly is probably the neutral's favourite in Formula 1. After his roller coaster as a Red Bull driver in 2019 to his bounce-back victory at Monza last term, the Frenchman has shown the world the level of ability he has.

The AlphaTauri has proved to be a neat chassis and the Honda powerplant, which has been the thing to have in the back of the sister Red Bull car, gives the package a competitive edge. He will need some poor luck for the heavy hitters to finish in the leading spots, but that is not out of the question this term.

After turning the airwaves blue on the pits-to-car radio over the opening races, team-mate Yuki Tsunoda has shown he belongs at this level. A consistent run to his fourth points-scoring round of the year would be a bonus.

Aston Martin

Car: Aston Martin AMR21
Engine: Mercedes-AMG F1 M12
Constructors' Championship position: 6th

Drivers
Sebastian Vettel (GER)
Age: 34
Number: 5
Drivers' Championship position: 10th
Best 2021 result: 2nd (x 1)

Lance Stroll (CAN)
Age: 22
Number: 18
Drivers' Championship position: 12th
Best 2021 result: 8th (x 3)

Yes, it is painted in British racing colours and yes, it has the Aston Martin name on the front of the nosecone, but the green machine is a direct relation to the Racing Point machines that went before. And that means, in relative terms, its 2021 track record is a disappointment.

Sebastian Vettel needed a fresh challenge and has, on occasion, looked like a rejuvenated driver while being anonymous in others. Team-mate Lance Stroll has added consistency, but the glimpses of pace he was able to show in the Pink Panthers have been missing in 2021. The Merc-powered team will be targeting a top-of-the-midfield weekend at Silverstone.

Alpine

Car: Alpine A521
Engine: Renault E-Tech 20B
Constructors' Championship position: 7th

Drivers
Fernando Alonso (ESP)
Age: 39
Number: 14
Drivers' Championship position: 11th
Best 2021 result: 6th (x 1)

Esteban Ocon (FRA)
Age: 24
Number: 31
Drivers' Championship position: 13th
Best 2021 result: 7th (x 1)

The Renault team with another name above the door – Alpine – has continued its trajectory in 2021. In other words, not quite good enough.

The return of Fernando Alonso was always going to shine a light on the squad, but even the Spaniard said that this was a season when he would be looking forward to the rule changes in 2022. It seems like the engineers in the team have taken the same approach and clocked off on 2021 early. It appears the crew is treading water.

Alonso's performances so far have not been lacking in effort, but the 39-year-old's pace has raised question marks over his highly rated team-mate Esteban Ocon.

Alfa Romeo

Car: Alfa Romeo C41
Engine: Ferrari 065/6
Constructors' Championship position: 8th

Drivers
Kimi Raikkonen (FIN)
Age: 41
Number: 7
Drivers' Championship position: 15th
Best 2021 result: 10th (x 1)

Antonio Giovinazzi (ITA)
Age: 27
Number: 99
Drivers' Championship position: 16th
Best 2021 result: 10th (x 1)

It is a mark of Kimi Raikkonen's popularity that he remains among the most vocally supported of all the Formula 1 drivers each time the field laps Silverstone. The cheers maybe hark back to his World championship in 2007, but they have failed to die out.

Kimi does 'know what he is doing' and, when the conditions are right, he can still do things with a chassis that it has no right to be able to achieve. It is very unlikely that those conditions will prevail in the United Kingdom, though.

Team-mate Antonio Giovinazzi can only really be measured against Kimi, so it is very hard to get a true gauge on his level of ability.

Williams

Car: Williams FW43B
Engine: Mercedes-AMG F1 M12
Constructors' Championship position: 9th

Drivers
Nicolas Latifi (CAN)
Age: 26
Number: 6
Drivers' Championship position: 20th
Best 2021 result: 15th (x 1)

George Russell (GBR)
Age: 23
Number: 63
Drivers' Championship position: 17th
Best 2021 result: 11th (x 1)

There wouldn't be a dry eye in the house if George Russell could finally score his first points for Williams at the British Grand Prix this weekend. But they hankies will sadly have to stay firmly stashed away: it won't happen.

There is no doubt that Russell has the ability to run at the front – as he has already proven – but the demands of Silverstone mean that the Williams is likely to be closer to the back of the grid than the front.

Russell has outpaced team-mate Nicolas Latifi again this season and can really only judge himself up against his Canadian rival. That is a shame, but his time will come.

Haas

Car: Haas VF-21
Engine: Ferrari 065/6
Constructors' Championship position: 10th

Drivers
Nikita Mazepin (RUS)
Age: 22
Number: 9
Drivers' Championship position: 19th
Best 2021 result: 14th (x 1)

Mick Schumacher (GER)
Age: 22
Number: 47
Drivers' Championship position: 18th
Best 2021 result: 13th (x 1)

Haas declared that it had written off 2021 before it had even started. It was hardly the boldest pre-season claim and its updated 2020 machine has shown that the ambition for the squad has hit rock bottom.

Drivers Nikita Mazepin and Mick Schumacher are a sparky combination and have almost tripped over each other on a couple of occasions already this season in their desperation not to finish in last place. That is a spot either one of them will be trying to avoid again this weekend.

Advertising enquiries: 01732 446757

FEATURE

Silverstone in 1981 was one of John Watson's finest moments

JOHN WATSON:

HOW THE HOMETOWN HERO LIT UP SILVERSTONE

Forty years ago this week, John Watson scored a famous home win for McLaren in front of adoring fans. He speaks to David Addison

To the victor, the spoils: Watson claimed a famous McLaren success

It's July 18, 1981 and it's the British Grand Prix. Then as now, it is Britain's showpiece event, although the one quirk 40 years ago was that the race ran on a Saturday for live BBC television.

In recent years, fans have gone to Silverstone expecting a British winner, largely thanks to Lewis Hamilton's prodigious talent and the pace and advantage of Mercedes. Forty years ago, it was very different. Silverstone was a power circuit and the turbo Renaults and Ferraris were expected to dominate.

However, Gilles Villeneuve triggered a multi-car shunt at Woodcote on lap four and eliminated Alan Jones (Williams FW07) and Andrea de Cesaris (McLaren MP4). Through the melee came John Watson who was ninth at the end of that lap.

Then Nelson Piquet (Brabham) had a tyre failure at Becketts and went off, Alain Prost retired with engine dramas and Rene Arnoux's sister car went the same way. John Watson would win the British Grand Prix.

Forty years on, Wattie sat down with MN to look back on the key elements of his day of days.

Third, second...

John Watson: "I'd finished third in Spain and then second at Dijon, so there was an element, in the media, of a pattern. The next one was first. It was a dream to win in a sense, but Silverstone was a power circuit. At that point the turbocharged cars were displaying what power meant but the gap between qualifying power and race power was closing and their reliability was getting better.

"By nature, all we could do was our best and hope that other factors came into play, which is what happened. We knew we couldn't compete with Renault on horsepower because it had a good engine and a good chassis, whereas the Ferrari had a good engine and a crap chassis.

"The expectation, and the way I dealt with it when people asked, I emulated Ted Rogers from television: 'Three, Two, One'! That was his show and that was the way I didn't really answer people. Guests in McLaren motorhome asked if I was going to win the race and I just wanted to hide because it was an impossible question to answer.

"Based on qualifying, it should have been a victory for Renault as both Prost and Arnoux were capable of winning races. It was a case of doing our best."

The accident

JW: "I described Villeneuve as acting like a hyperactive child, with the car on the lock stops one way and then the other! Gilles was a racer, he wasn't a thinking driver like others, he was a racer and he drove a shit car above and beyond its capacity but finally the shit car had its say! It said: 'I'm in charge, learn to respect me!'

"Eventually the inevitable happened and he lost it. Jones was behind Villeneuve and got caught up in it, I was behind Alan and de Cesaris was directly behind me and panicked and had his own incident. Had he had more experience he would have been looking through the accident, not at my gearbox! He turned sharp left and almost clipped the back of my car although I didn't realise that at the time.

"When the smoke cleared, I was rolling but because I had braked so hard that the engine had stalled so I got it in the right gear and flicked the electric pump to fire up the engine. I had the presence of mind to do that, bump-started the car and set off. I'd made a good pass on Carlos Reutemann and I had to pass him again with a dummy I sold. If I'd have been a tenth closer to Alan, I might have been involved and a tenth slower and Andrea might have collected me. Was it preordained? I don't know, but it worked out right."

The chase

JW: "I continued my progress but at the front, the Renaults were starting to wilt. Piquet had a tyre failure at Becketts and gone off at high speed so that was another one of the key drivers out. Prost was struggling, and then retired, so it was then Arnoux ahead of me. To this day, that little prick will tell you 'You didn't win that race, I lost it.' He is a sore loser…

"One thing that helped at Silverstone was that we were on Michelin radial-ply tyres. If you look at a crossply tyre like the Goodyears, they grow and lift the car slightly which allows downforce to belled out from underneath and affect the potential. On our Michelins, the growth

Photos: Motorsport Images

McLaren man hunted down Arnoux's Renault

Signals from the McLaren pitwall told Watson to measure his speed

Understated reaction: Watson was cool

Smoke in the mirrors: Lap-four spill for Villeneuve caused chaos

was negligible, so we were better than, say, Williams on Goodyears. The car was doing everything that I wanted it to do and I was able to brake late and gain places and the car was beautifully balanced. Before the accident at Woodcote, I was catching people who had started ahead of me, and I thought I was on for a podium but then the race changed, first with the accident and then other factors.

"The turbos were getting more reliable, but at Dijon in the previous race, Prost led and I was second so it was quick and reliable, but at Dijon there was only one long straight, whilst at Silverstone there was more high-speed running, so they had problems. They struggled and I maintained my pace. The team was giving me the message about the gap to the car ahead and the gap coming down in chunks, so I knew something was happening. We didn't have radios in those days, it was a guy hanging over the pitwall! I had the information that I was closing, and I was still doing my pace albeit on a lighter car with the fuel burn off. We didn't have tyre degradation in the way we know it today, but the rubber would go off a bit. Not much, but a bit."

The move

JW: "The gap was coming down in chunks. I was taking two and sometimes three seconds a lap out of his gap and it wasn't long before I was up with him. [On lap 55 the gap between Arnoux and Wattie was 10.3s; by lap 59 it was 2.5s]

"I caught Arnoux who was having turbo problems, and made a move into Copse, but I shouldn't have done really. I got my momentum back on the way into Becketts and went for it. He was resigned to it, because but he was down on horsepower. Eventually his turbo let go, like Prost's."

The lead

JW: "I passed Arnoux into Becketts, and then Ron Dennis and John Barnard, who had been drafted into McLaren, started to get nervous. They could see a first win for their MP4/1 carbonfibre car as well as for them running the team. Ron was on the pitwall telling me to slow down, but the car was so easy to drive, I was still going quickly.

"For a racing driver when you have a rhythm, it is hard to slow down and break that rhythm. I started to reduce the revs, changed up earlier, and I was still being told to slow down! So I dropped the revs at bit more, and it only made two or three-tenths a lap difference! Ron was having kittens on the pitwall.

"I put my blinkers on, because I had to take the chequered flag and a lot could happen. I had Ron telling me to slow with Dijon '77 in my mind – when I led the whole race and coughed for fuel on the last lap and was passed by Mario Andretti – but I chose not to let those thoughts enter my mind. When I passed the chequered flag, I didn't punch the air, and I just put my hand up less demonstrably than others. Ron didn't bollock me, by the way, because he was happy! We'd just won, after all."

Ferrari's Gilles Villeneuve and John Watson talk pre-race tactics

"Ron Dennis was having kittens on the pitwall"

John Watson

The crowd

JW: "When I was closing on Arnoux I wasn't really looking at anything else, but once I was ahead and I had 10 or 11 laps to go. In my mind was Dijon 1977, so I was thinking, 'You've not won yet'.

"Then, going into Stowe, you could see something going on. The fans were responding to me, but it was something I had never experienced, although I had seen it for James Hunt. I was trying not to let it lull me into a false sense of security. I call it a people's victory! Forty years on, people might see me at an airport and ask: 'Are you John Watson? I was at Silverstone in '81 and had a fantastic day.' It wasn't expected, I certainly wasn't the favourite. That is why when the fans started to react, it was a reaction from the heart."

The reaction

JW: "When I crossed the line, I thought: 'Thank God'. Certain elements of the media were happy to write me off but it was more for the people in McLaren that had made it possible, because it isn't just me, it was all the people who had worked on the car and all the people that had worked on bringing Ron and John into the team.

"My family was there, but I can't remember how long after the race I saw them. I had flown into the circuit that day but I missed the flight back to Kidlington because I was so busy signing autographs so in the end I got a taxi back to Kidlington to pick up my car. I didn't feel like a grand prix winner! I had done my job, like Ron Dennis always said. I went to this party and when I arrived it was nearly 11pm and everyone was shit-faced and I was stone-cold sober. They told me to get the barbecue on and that was that!

"Dennis was one of three people I have worked with who I hold in very high regard. One was Bernie Ecclestone, the others were Roger Penske and Dennis. Ron had huge ambition and vision and in 1981, I got a phone call to summon me to a psychologist called Edward de Bono, to see how he could get more out of me. It was Ron's way of making the most out of every element of the package.

"When you have a large number of people who are cheering and waving for you, your nation's crowd, it is quite difficult. I'd never experienced adulation like that. On the lap of honour, which Reutemann wouldn't do because he was so miffed, there were people on the race track, all saying thank you. It was amazing. There was a sincere goodwill feeling in the paddock, from other drivers as well, which was very pleasant as well. Even Unipart, one of our sponsors, gave me a Jaguar XJ-S to say well done!

"The only person who resents me winning is Arnoux…" ■

Advertising enquiries: 01732 446757

FEATURE

GEORGE RUSSELL

I AM USED TO FIGHTING AT THE FRONT OF THE GRID

The Williams Formula 1 driver answers your questions. It really is him, and not Daniel Craig. By James Roberts

Russell has eyes on points this weekend

In his two and a half years racing in Formula 1, George Russell has often been called 'Mr Saturday'. It's a reference to the fact he has delivered some exceptional one-lap performances in qualifying.

During his time as a Williams driver, he has never been outqualified by his team-mate and holds a 46-0 record against Robert Kubica and Nicholas Latifi. Over the past couple of seasons, the Williams has been one of the least competitive cars on the grid, but Russell has often hauled his car into the second knockout session of qualifying, and for the first time got into Q3, at the Austrian GP last time out.

The only time Russell has been beaten by a team-mate on Saturday came at the Sakhir Grand Prix last December, when he was given a taste of the all-conquering Mercedes, substituting for a Covid-19 positive Lewis Hamilton. He was denied pole position by Valtteri Bottas by a mere 0.026 seconds.

Not to be outdone, Russell stormed into the lead of the race the following day and was set for a shock victory when a tyre mix-up thwarted his ambitions. Ninth place and a bonus point for fastest lap were little consolation. To date, the three points he accrued in the Bahraini desert are the only to his name.

In the 46 races he has driven for Williams, the Norfolk-born racer has yet to be classified within the top 10, despite coming oh-so close. Williams took its last points finish when Kubica finished 10th at the 2019 German Grand Prix and as Russell says

> **"Racing at Le Mans would be a dream"**
>
> George Russell

Photos: Motorsport Images

The Briton has shone in his F1 career so far

– in answer to your questions below – a 10th place in this weekend's British Grand Prix will feel like a victory.

It appears that Mr Saturday doesn't have much luck on a Sunday. One of his best drives in a Williams came at the Styrian Grand Prix last month. He was vying for seventh place with Fernando Alonso and virtually guaranteed a top 10 finish when an issue with his Mercedes power unit's pneumatic pressure ended his race prematurely.

Still, he was sensible not to blame Mercedes, as he harbours ambitions of returning to the top team in the future. It's no secret that boss Toto Wolff is a fan of Russell's and has openly spoken of an ongoing evaluation of the 23-year-old – in comparison to Bottas – over the course of the season. With Hamilton having signed up with Mercedes for two more years, it could be that Wolff decides to go with an all-British line-up in the future.

To be given a chance, Russell knows he needs to keep putting in the stellar performances he has so far. And those Saturday drives might have even greater reward this coming weekend, as Silverstone hosts F1's first-ever sprint qualifying race. Before his home race, Russell answers your questions, which include his thoughts on a Mercedes drive, the British Touring Car Championsihp, who he admires outside of racing, and his favourite crisps…

Question: If you could do a one-off weekend in any series you haven't raced in before, what would it be?
Harry Adams
Via Twitter
George Russell: "That is a good question. Part of me wants to say IndyCar, because I think IndyCar is very cool. Obviously it has a lot of similar traits to Formula 1. But I think I'd say WEC [World Endurance Championship] to be honest.

"I'd really like to do Le Mans. I think the camaraderie is cool between the team-mates – it's a different dynamic. I think I'd really be up for doing a 24-hour race. It's close between that and IndyCar, but I'd probably go with Le Mans."

MN: What is the appeal of IndyCar for you, the cars or the circuits?
GR: "I think some of the circuits, like Road America for example, are spectacular. They have lots of character. They are bumpy and very challenging for the driver. I'd say some of the F1 circuits are almost *too* finessed. It's only when you go to tracks like Monaco or Singapore, which are bumpy, difficult, with walls which punish you if you make a mistake, that makes it thrilling for a driver. And the American series have a few more of those type of circuits. Maybe one day I'll give it a go."
MN: What about something like the British Touring Car Championship?
GR: "I wasn't thinking of the BTCC to be honest, but I used to follow it a lot in my younger days. Always a lot of carnage, a lot of action. I'll never forget I did a Formula 4 test at Snetterton and I was on track with a BTCC car. I can't recall who was driving, but it was a Ford.

"I came off one of the corners and this guy went a little bit wide and went through this massive puddle – which he probably didn't even notice – and it splashed all over me in my F4 car. It was a dry day, but I was suddenly soaked. Those touring cars go in more places on the track where we can't in a single-seater… yeah, it was quite funny."

Question: If you could race a track in the opposite direction where would it be? Silverstone perhaps?
Rebekah
Via Twitter
GR: "I've actually driven a few tracks backwards on my simulator. I did it in lockdown last year with Charles [Leclerc], Lando [Norris] and Alex [Albon]. Silverstone backwards is not the same. What makes Silverstone special is those high-speed corners, like Copse. When you do it backwards, those corners are completely different. The one circuit which was quite cool was China. That was great backwards."

Question: If you could have your own Formula 1 team, what would you name it and what would be your colour scheme?

The British driver is so far unbeaten by any Williams F1 team-mate during qualifying on Saturday

Russell63F1
Via Instagram
GR: [laughs] "Russell Racing has a bit of a ring to it. Then it would be red, white and blue – to have a British theme."

Question: How much has Williams changed since the departure of Claire and the Williams family?
Kate Nicholls
Via email
GR: "To be honest, we've only really started to see the change with the new structure since [new investor] Dorilton [Capital] came in. They didn't want to rush anything and didn't want to make any rash decisions without seeing the full picture. So only in the past couple of months with the arrival of Jost [Capito] is it now all starting to take shape really. Things are changing to get a bit more structure and stability within the organisation."
MN: Do you still text Claire Williams at all?
GR: "Yes, we had a lunch planned at the end of last year, but then the country went into lockdown again so we had to postpone it. She also texted me during the Bahrain weekend. We've got this lunch that we still need to get done, but it has been difficult with the restrictions and everything."

Question: Has the taste of the Mercedes in Bahrain last year caused a bigger hunger and desire to get that seat?
Sam Cain
Via Twitter
GR: "I had a lot of emotions following that race. Even prior to Bahrain with the experiences I've had at the back of the grid, that probably motivated me more than ever to get back to the front. That's because, without trying to sound arrogant, in the junior formulas I was always fighting at the front of the grid. I'd never experienced not fighting for points or wins before F1.

"So now it has become a different mindset and something that feels a bit unnatural. I'm a winner, a fighter and

continued on page 22

Advertising enquiries: 01732 446757

FEATURE

Laying down a marker: passing Bottas in 2020

An era to cherish: George is a 2004 fan

now I go into a weekend thinking 'if we finish in the top 15, that's categorised as a good result'. It's not what I'm here to do. I want to win."

MN: Did driving the Mercedes hit home how unfair F1 is in that no matter how good your performance, as it's all down to the car?

GR: "The biggest thing I learnt from that race is that if you're in a fast car, capable of fighting for victories, it doesn't make things any easier. Because I went out there and qualified second and I was disappointed I wasn't on pole position. My best qualifying position prior to that was 12th position.

"I'd just got second and I was disappointed with that. It's all relative and based on what you think the car is capable of, what you think you are capable of, on that given day and your mind changes.

"If I go out this weekend in the Williams and I finish 10th, we're going to be celebrating like it was a victory. But if I drive a Mercedes in Bahrain and finish fifth, it's a big disappointment. Just because you're at the front of the grid doesn't make it easier. If anything the psychological effect afterwards on missing out on pole and the victory hit me harder than any race has in the past."

"If you are in a fast car, it does not make things any easier"

George Russell

In the film of George Russell's life, Daniel Craig will get the starring role

Question: Jenson Button is on hand at Williams this year as a special advisor, what advice has he given to you so far?
Angus McNeice
Via email

GR: "I've got a good relationship with Jenson and he's said to me a few times: 'just be yourself'. He knows how I work and the sort of character I am. I've been working on building the good relationships I have in the team. It's difficult when you are one of the leaders of the group of 700 people. That is a lot of weight on somebody's shoulders and sometimes knowing how to deal with that is a bit tricky. And sometimes just being myself is the best way."

Question: If you had any circuit in the world, past or present, to drive any car from motorsport history, either single-seater, or sportscar, where would you go, and what car would you drive?
Maggie Wilson
Via email

GR: "Macau is arguably my standout favourite circuit…"

MN: With the Melco hairpin, it would be impossible to get a modern F1 car around there...

GR: "That's the thing. I think the 2004 cars were really cool. Michael Schumacher won [the F1 title] that year, so for different reasons, there are the only cars that come close to the cars we race today. They were very light and nimble, whereas ours are heavy and bulky, but with lots of downforce. So I'd say Macau and the Schumacher 2004 Ferrari."

Question: If a movie was made about your life, which actor would play you?
Helen Swiftrose
Via email

GR: [laughs] "I think Daniel Craig is quite a cool actor, so, I'd say him, Daniel Craig."

Question: Do you often come across fans back home when you are out at the shops or going somewhere?
James Montgomery
Via Twitter

GR: "To be honest I have noticed a big difference since the Bahrain race last year. Whether that's because the timing of that race when we were on lockdown I don't know. But my profile was still rising and the Bahrain race was a kick in terms of my profile.

"I'd say on average, two or three times a day I'll get noticed. I'm not out that much, really. But it happens when I go out running or when I might go to a restaurant a maximum of once every couple of weeks."

Question: What is your favourite flavour of crisps?
'Pointless in F1'
Via Twitter

GR: "Of crisps?! Oh, crikey. Probably prawn cocktail. Walkers."

Question: Is there anyone who you admire who isn't from the world of racing?
Adam Polley
Via Twitter

British driver says he is still in touch with Claire Williams

The 2009 World champion Jenson Button has offered Russell advice

True street fighting man: hustling around Macau in F3

GR: "Probably more so over the past year, I've taken an interest into the business side of things and have really respected what some of the top entrepreneurs have done in the world. For example, Elon Musk is a really unique character. His work ethic is quite incredible as are the things he is trying to achieve.

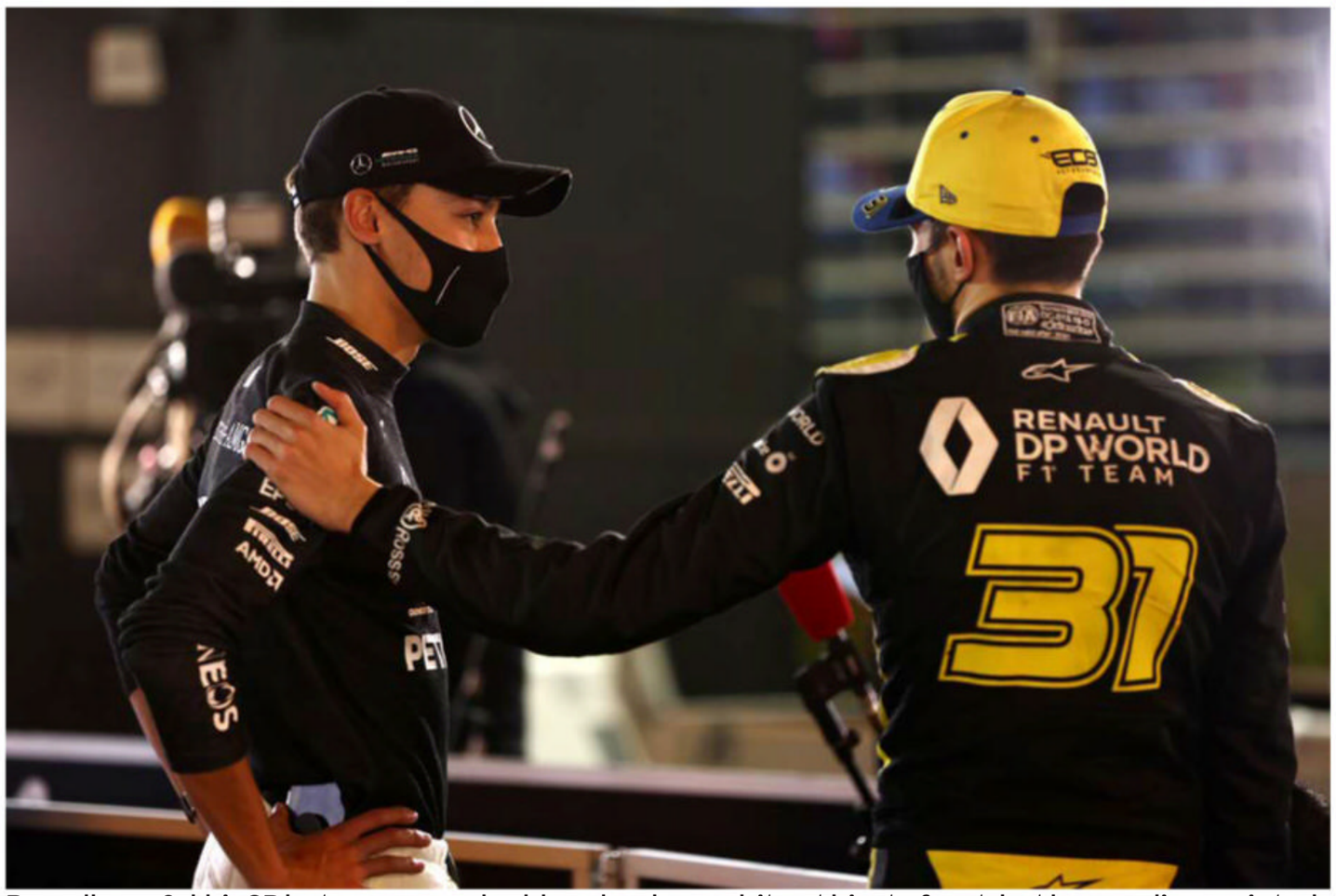
"Then you have someone like Marcus Rashford and everything he is doing is exceptional. I wouldn't say I have one stand-out person, but I recognise when someone is doing something exceptional outside of their sport. It probably makes more of a difference than what we are doing. Sportsmen and athletes, actors and singers, we're here to provide entertainment in which we can use our platforms to do more."

Question: What legacy would you like to leave in the sport?
Geraldine
Via Twitter
GR: "First and foremost I'm fully focused on my career, but when I get to a stage where I feel settled, I understand everything that it takes to hopefully be a Formula 1 World champion, then I can start putting a bit more energy into other things.

"As I said, it's trying to use my platform for the greater good whether that's within motorsport and improving safety via the Grand Prix Drivers' Association [GPDA], or whether it's outside the sport: mental health or whatever it may be.

"I'm still only 23, but I've recognised that I want to do more than just race cars. Obviously that is my primary focus and if I do want to have a big impact then you need to be successful at what you do, because it will have a greater impact – so one hand feeds the other. It is something I am conscious about, but it's not something I want to rush into and when the time is right when I feel comfortable and confident."

Question: Do you play as yourself in the F1 video game, or do you choose the Mercedes?
Oakley Purchase
Via Email
GR: [laughs] "I always go to look at myself and think, 'that looks nothing like me'!
MN: It looks more like Daniel Craig!
GR: "Ha, exactly. I usually play as myself, but there was one time when I didn't. I did race in the Mercedes and had a coming-together with my virtual self in the game. I pitted early and wanted to do some overtaking and had this incident with some bloke called George Russell…" ■


Russell says Sakhir GP last year was a double-edged sword: it got him to front, but he was disappointed

13 ISSUES FOR £13*

SAVING 75%

Motorsport is back! As the calendar fills up, Motorsport News will increase its issue size to keep up with all the latest from the sport

- ***Extra content***
- ***Extra value***
- ***Extra excitement***

EXCLUSIVE INTERVIEW

ALLAN McNISH

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

The sportscar maestro tackles the readers' questions P20

JULY 8 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

Rising British star hails effort of team after another grand prix podium finish

NORRIS: HOMEWORK HAS PAID OFF FOR McLAREN

Norris was right in the mix with Merc in Austria

Briton has high hopes for Silverstone

By Matt James

Lando Norris has credited the work done by his McLaren team as the young Briton stunned with his pace at the Red Bull Ring last weekend with another podium finish.

He started on the front row in Austria and battled on genuine pace with the Mercedes duo of Valtteri Bottas and Lewis Hamilton. He eventually finished third, and that was despite a five-second penalty for early-race contact with Red Bull's Sergio Perez. The race was won by Max Verstappen's Red Bull.

Norris said: "We did make a step forward and I think the car was definitely better and nicer to drive, both in qualifying and the longevity of a race. I think just the conditions also helped and our approach to the strategy was a little bit different this weekend compared to the last one after doing our homework and learning from a few things to try to improve on."

Norris's next race will be in front of a packed house at Silverstone on July 18.

P1report, page four

REPORT

DOUBLE TOP DOES TRICK FOR KELLY

Fiesta man wraps up Mk Circuit Rally title P28

INSIGHT

SUPPORTING THE NEXT GENERATION

How the governing body is helping stars P18

£3.99

FREE INSIDE!

MAKE A DATE: THE MN NATIONAL RALLYING CALENDAR 2021

- *Motorsport News remains the go-to place for news, opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks up and down the country to bring you the very latest.*
- *The Motorsport News readers' questions section will be ramped up, with even more big names from across motor racing responding directly to the posers set by our community of readers.*
- *MN will continue to focus on all that is great about Great British motorsport – everything from the grassroots of the sport to the top-flight, it is all here. MN is, after all, the Voice of British Motorsport.*

VISIT SHOP.KELSEY.CO.UK/MTSJUL21P
OR CALL: 01959 543 747 AND QUOTE MTSJUL21P

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit.. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

FEATURE

SPRINT TO THE STARTLINE TO SHAKE UP THE SILVERSTONE WEEKEND

Matt James examines the new format for the F1 timetable being used for the first time

Photos: Motorsport Images

The drivers will face two starts at Silverstone

The British Grand Prix will be a landmark event for Formula 1 as this weekend's race will be the first of the three-race trial of the sprint qualifying format, which means fans will get the chance to see a qualifying race on Saturday afternoon.

A qualifying session, run to the usual format, will take place on Friday afternoon to set the line-up for the 60-mile event on Saturday afternoon. The winner will receive three points, second place will earn two marks and the final podium finisher will earn one point. There will be no podium for the sprint events, but the winner will receive a trophy in parc ferme after the event. The results of the sprint race will be used to form the line-up for the main, full-point-paying grand prix on Sunday afternoon.

Teams have been financially recompensed for the extra running and drivers will have more Pirelli tyres available to them as a result of the increased mileage. The experiment will be repeated at Monza and also, possibly, in Brazil

Despite the radical revamp of the weekend's rhythm, world champion Lewis Hamilton has already said he didn't think the idea would promote great competition. He says: "It's going to be a train, probably. Hopefully there'll be some overtaking, but it most likely won't be too exciting."

However, AlphaTauri man Pierre Gasly is more upbeat about the plan and wants to see how it works in practice. "I think it's fair to wait all three weekends, and if there are any positives from it and people like it, then why not keep it in the future?" Gasly says.

"But I think we have to review after all three weekends. What does it bring? Does it really make it more exciting? Because I think that's the whole point of it. If it does, then why not? But if it doesn't, then it's important to keep the format that we have, which I think is good."

POINTS

F1 Drivers' Championship (after 9/23 rounds)

POS	DRIVER	CAR	PTS
1	Max Verstappen	Red Bull	182
2	Lewis Hamilton	Mercedes	150
3	Sergio Perez	Red Bull	104
4	Lando Norris	McLaren	101
5	Valtteri Bottas	Mercedes	92
6	Charles Leclerc	Ferrari	62
7	Carlos Sainz	Ferrari	60
8	Daniel Ricciardo	McLaren	40
9	Pierre Gasly	AlphaTauri	39
10	Sebastian Vettel	Aston Martin	30

F1 Constructors' Championship (after 9/23 rounds)

POS	TEAM	PTS
1	Red Bull-Honda	286
2	Mercedes	242
3	McLaren-Mercedes	141
4	Ferrari	122
5	AlphaTauri-Honda	48
6	Aston Martin-Mercedes	44
7	Alpine-Renault	32
8	Alfa Romeo-Ferrari	2
9	Williams-Mercedes	0
10	Haas-Ferrari	0

The stars of tomorrow ready to strut their stuff

It is all change in FIA Formula 2 this season with a revamped calendar aiming to cut costs. In previous years, Formula 3 and F2 have supported a large number of mostly European GPs together, but they have been separated for 2021 with each junior category taking place on separate GP weekends.

While this thins out the chance to see the emerging talent, the good news is that F2 has three races each time it appears on the undercard, so UK fans can watch the hopefuls battle twice on Saturday and once more on Sunday morning.

F2 has raced on three F1 weekends so far – Bahrain, Monaco and Baku – and there have only been two double winners in that roster. Alpine development driver Guanyu Zhou (above) is on top of the standings after claiming wins at Monaco and in Bahrain, but he had a troubled time last time out in Baku – including a non-score after contact with Briton Dan Ticktum. He will be looking to regain his momentum. A recent Free Practice 1 outing with Alpine at the Red Bull Ring has boosted his confidence.

Former British F4 racer Australian Oscar Piastri has been the model of consistency for Prema Racing on his graduation as the FIA Formula 3 champion and is second in the standings.

Carlin's Ticktum – who picked up victory in the second sprint race at Monaco – is the top Briton in fifth place in the points.

Matt James

POINTS

FIA Formula 2 (after 9/24 rounds)

POS	DRIVER	TEAM	PTS
1	Guanyu Zhou	UNI-Virtuosi Racing	78
2	Oscar Piastri	Prema Racing	73
3	Robert Shwartzman	Prema Racing	66
4	Juri Vips	Hitech Grand Prix	63
5	Dan Ticktum	Carlin	60
6	Theo Pourchaire	ART Grand Prix	55

TIMETABLE

British Grand Prix

Friday, July 16

TIME	EVENT	SESSION
0940-1010	W Series	Practice
1035-1105	Masters GT Challenge	Practice
1130-1215	FIA Formula 2	Practice
1220-1250	RAF Falcons	Air display
1305-1320	Historic F1 cars	Demo
1430-1530	Formula 1	Practice 1
1555-1625	W Series	Qualifying
1650-1720	FIA Formula 2	Qualifying
1800-1900	Formula 1	Qualifying
1930-1945	RM Sotherby's F1 Car	Demo

Saturday, July 17

TIME	EVENT	SESSION
0850-0940	FIA Formula 2, race 1	21 laps or 45 mins
0950-1005	Historic F1 cars	Demo
1020-1055	Masters GT Challenge, race 1	30 mins
1200-1300	Formula 1	Practice 2
1325-1405	W Series race	30 mins plus 1 lap
1420-1425	Battle of Britain Memorial Flight	
1445-1535	FIA Formula 2, race 2	12 laps or 45 mins
1630-1700	Formula 1 Sprint	17 laps or 30 mins
1800-1815	RM Sotherby's F1 Car	Demo
1820-1835	Ferrari's 70th anniversary win	Demo

Sunday, July 18

TIME	EVENT	SESSION
0935-1010	Masters GT Challenge, race 2	30 mins
1050-1155	FIA Formula 2, race 3	29 laps or 60 mins
1235-1250	Ferrari's 70th anniversary win	Demo
1255-1310	Historic F1 cars	Demo
1320-1350	F1 Drivers parade	
1350-1416	Red Arrows	Air display
1443	'We Race As One' gesture	
1444	National anthem	
1446	Red Arrows	Air Display
1500-1700	British Grand Prix	52 laps or 120 mins

Jamie Chadwick claimed the honours in the second round

W Series relishes a move into top gear for 2021

This is a big season for the W Series. After a year on hold due to the pandemic, the female-only category has returned with a bang: mostly due to a mouth-watering calendar of eight Formula 1 support races.

After the six opening rounds take place in Europe, the cars will be packed off to head west and a double-header to conclude the campaign supporting the American Grand Prix in Texas and ending with a showdown on Autodromo Hermanos Rodriguez in Mexico City.

There is plenty for the home-town crowd at Silverstone to cheer about too, as the top three in the standings are all UK drivers. The inaugural champion Jamie Chadwick sits on top of the table thanks to a win last time out at the Red Bull Ring in a support race to the Austrian Grand Prix.

That win enabled her to bounce back from a dramatic opener at the same venue the week before, when she was embroiled in early contact. Alice Powell dominated the curtain-raiser for his second career W Series triumph and she sits third in the standings. Two top-four finishes have kept former Ginetta Junior title-winner Sarah Moore in the hunt, and she is second in the rankings.

The W Series runners will take to the famous Silverstone Tarmac for the first time with a race on Saturday afternoon.

Matt James

POINTS

W Series (after 2/8 rounds)

POS	DRIVER	PTS
1	Jamie Chadwick	33
2	Sarah Moore	30
3	Alice Powell	29
4	Irina Sidirkova	22
5	Fabienne Wohlwend	16
6	Emma Kimilainen	15

Advertising enquiries: 01732 446757

BRC REPORT: NICKY GRIST

IN BRIEF

The stats behind victory
Victory for Matt Edwards marked the first for Volkswagen in the British Rally Championship for 21 years and was the first win a Polo has ever taken in the series. Tapio Laukkanen was the last man to use a VW to win in the BRC, doing so on the 2000 Scottish Rally with a Golf IV Kit Car. The result was also Edwards' eighth win in the series and first in anything other than a Ford Fiesta.

Bird's hibernation
Frank Bird was absent from the contest after pulling his entry due to a lack of car availability. He has a new Fiesta Rally2 on order from M-Sport but it wasn't ready in time, and there wasn't one available to hire either. Co-driver Jack Morton, who sat with Callum Black to win in BTRDA instead, told MN: "It would have been good to get him onto gravel to get the experience, but Grampian is still on so hopefully the car will be ready for that."

Jokers in the pack
Junior BRC benchmark William Creighton and National competitor Stuart McLaren opted to nominate the Nicky Grist as their Joker round, giving them the chance to earn extra points. It didn't pay off handsomely for either driver. Creighton had an accident which denied him the opportunity to pick up points of any kind while McLaren's Opel Kadett GTE was the last classified entrant in the BRC and over 10 minutes adrift of class rival Jason Black's Toyota Starlet.

Wounded champion
Matt Edwards emerged as the winner despite competing with an injured shoulder, sustained following an accident alongside Nabila Tejpar on the Polish round of the European championship three weeks earlier. It ruled Edwards out of co-driving Hugh Brunton on the Argyll Rally, but he was fit enough to drive on the Grist. "I'd always do it, whatever I had to feed myself to make it happen!" he said. "[The shoulder] is OK driving, it's just stuff like trying to twist it to get my overalls on and off [when it hurts]."

Wilson wants more
M-Sport director and test driver Matthew Wilson "really enjoyed" his first BRC outing in five years and plans to not leave it so long until his next event. "It was nice to get back out again," he said. "These local boys were quite quick on these stages, on it straight away but hopefully we can get back out again. The main priority is to get people in the car but if there's a car there we'll certainly try and be out."

Academy turnaround
Fraser Anderson got his revenge on Johnnie Mulholland by beating his rival to BRC Academy honours. Mulholland had outclassed Anderson on the opening round at Oulton Park, but on the Welsh military ranges it was Anderson who was boss as he swept to a comfortable victory of over two minutes. Indeed, Anderson's Fiesta R2T was quicker than Mulholland's on all but one of the eight stages.

Even a misfire couldn't slow the flying Matt Edwards

EDWARDS TOPS THE NICKY GRIST BATTLE

The reigning British champion was made to work hard as Tom Cave and Osian Pryce hassled him in Wales on BRC's second round. By Luke Barry

It was like nothing had changed: Matt Edwards slugging it out with Tom Cave for victory on a round of the British Rally Championship.

As Edwards himself said to Cave: "It's just the same old shit all over again!" Except in reality, a lot had changed.

A pandemic, unfamiliar cars for both drivers (a Volkswagen Polo for Edwards and Ford Fiesta for Cave) and instead of fighting just each other, there was a large pack of hungry drivers snapping at their heels.

Rhys Yates, Matthew Wilson, four-time champion Keith Cronin and the two Moffett brothers – Sam and Josh – were among that extremely prolific gaggle. But in the end, there was no catching the Welsh boys on home ground as Edwards edged Cave in a thrilling fight by just five seconds. Osian Pryce ensured a home top-three with third.

Pryce took his first BRC stage win since August 2017 by going quickest out of the blocks in his Volkswagen Polo GTI R5, shading Cave by a second with Yates just another second back. But the tension at the stop-line was all quickly overshadowed by what was occurring early on the test as Ollie Mellors barrel-rolled out of contention.

Edwards made history with a win

Tom Cave felt that he needed a bit more time at the wheel to be on the ultimate pace on the Welsh stages

Approaching a crest just a few hundred metres onto the stage with way too much speed, the Proton Iriz R5 sky-rocketed into the air and landed on its nose, the front-left wheel parting company with the car upon landing. The front was then dragged along the gravel before the car was pitched into a series of twisting rolls. It eventually came to rest wheels-down and mercifully Mellors and co-driver Max Freemon were able to escape without any serious injuries.

The accident caused a brief delay and certainly gave some drivers an untimely fright before they tackled SS1, but attention soon returned to the scintillating scrap out front. Edwards, who had been three seconds off the pace on the opener, beat Pryce – who had a niggling pop-off valve problem – by that margin on SS2 to share the lead with his team-mate. Cave opened his stage-winning account for the year with the scratch time on SS3 that displaced Pryce from the lead as Cave now shared top spot with Edwards.

The last stage of the loop, Crychan, was the meatiest of the bunch and had been predicted as the gamechanger. Edwards emerged fastest, two seconds up on Cave and seven clear of Pryce overall but all was not well with his Polo as he returned to service. A rather sick engine note indicated where the problem lay. "It's doing a few funny things," Edwards said as he examined the engine bay. "It was fine in [stage] four although it felt a bit flat, and then afterwards it's been a pig on the road section. We saw smoke on the tunnel as the exhaust got so hot driving it on a misfire."

There were anxious moments as the Melvyn Evans Motorsport team worked away on the car, but it turned out to be a

Photos: Jakob Ebrey

Set-up changes helped Rhys Yates to secure a fourth-place finish

Matt Wilson felt he had taken time to hit his groove

Bell (r) and co-driver Parry swept all before them in the JBRC

BELL BULLIES HIS RIVALS TO TAKE CLEAR JUNIOR GLORY

A delighted Ruairi Bell swept all before him in an ultra-competitive Junior BRC field to seal his first-ever series win by over a minute. Bell was on the money all day and simply ran away with the contest as his rivals hit problems.

"Finally, it's about time isn't it? It is about time!," Bell beamed, glad to rectify a bad start to his campaign on the unorthodox Neil Howard Stages. "I've been looking forward to this one. In my eyes this was the start of the championship, and I've nailed the start."

William Creighton had been Bell's biggest concern, lurking just 1s behind before dropping 12s on SS4 when caught in the dust trail of another competitor. Things unravelled from there as first a small technical issue manifested itself and then Creighton ditched his Fiesta on the penultimate stage in a bid to pinch the win.

The error promoted the ever-impressive Kyle White into second spot, but his ageing Peugeot 208 R2 struggled to match the younger, turbocharged Rally4 Fiestas on the longer, final stage. He was swallowed up by Finlay Retson and nearly by Eamonn Kelly too, White clinging on to third by virtue of beating Kelly on SS1.

Reston had struggled for pace early doors but things picked up when he sensed an opportunity. Asked what changed, he simply said: "We just went and had fun."

Brian Brady scooped fifth place, surviving a gearbox scare after the first loop, but his compatriot David Kelly was less lucky. He'd been just 1s shy of namesake Eamonn ahead of the final test before an oil light came on when he was flat in fifth gear, spelling an end to his rally.

simple fix. With new spark plugs and leads installed, Edwards was fighting fit and ready to do battle.

Co-driver Darren Garrod confessed to being mystified that they'd managed to open up a lead with an off-song car, but reckoned the dust left in their wake as opening car on the road could have been a factor. It was a sentiment echoed by others. Pryce explained the problem: "Dust is never on the flat-out bits is it, it's always in the bits where you're left and then into a right so you're just waiting is it [the corner] here, is it here?"

Regardless, the fight continued into the afternoon, and nobody was willing to give an inch. Edwards and Cave tied on SS5 but the swing came on the next one as the reigning champion bested his rival by four seconds to carve out a six-second advantage. Another second was gained on SS7 before Cave responded on the final test, but it was too little too late. Victory was Edwards'.

"I could not do any more," Cave admitted. "If we had another day in the car playing with diffs and things like that then maybe we could find something here and there but with what we had today to use, I was on the door handles on the last stage. I was using every little bit of road, and a little bit more."

Edwards grinned: "It's crazy how you can go absolutely balls out for 45 miles and there's five seconds between you. We got to the first corner of the last stage and the tyres had given up on me a bit. I was doing a running tally in my head of what I thought I was losing in each corner and then we came down the fast bit and I absolutely nailed the really fast bit in the middle, and thought 'if I've given two [seconds] away now, I've just had two back.' We were fairly on it."

Pryce was the only one to keep tabs with the duo, finishing 12s back from the win, but after his third place at Oulton Park he warned: "We don't want to get too comfortable in third."

Yates took the title of first non-Welshman in fourth, edging M-Sport stablemate Matthew Wilson – who "didn't really start quick enough" – despite a water temperature issue on SS4. Yates found his Fiesta to be sliding around too much at the rear in the morning, but some mid-rally changes seemed to do the trick.

"Fourth isn't where I want to be but sometimes you've just got to take stock and get some solid points and that's it," he said. "Who else is in the UK and not on the entry? There's no-one missing."

Josh Moffett got the better of brother Sam in their family tussle to secure sixth, but Cronin would have beaten them both were it not for an SS6 puncture. "The pace is really fast here, it's taking a while to try and get back up to it," said the eighth-placed BRC returnee. "The puncture probably made that [result] look worse than it was."

Garry Jennings picked up his first BRC points in 18 years with ninth spot, 10s ahead of the newer Fiesta belonging to M-Sport driver Seb Perez. Edwards now leads the championship by three points over Yates as round-one winner Sam Moffett slides to third.

RESULTS

Nicky Grist Stages British Rally Championship round 2/7 When: July 11 Where: Builth Wells

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matt Edwards/Darren Garrod	Volkswagen Polo GTI R5	42m30s
2	Tom Cave/Dale Furniss	Ford Fiesta Rally2	+5s
3	Osian Pryce/Noel O'Sullivan	Volkswagen Golf GTI R5	+12s
4	Rhys Yates/James Morgan	Ford Fiesta Rally2	+56s
5	Matthew Wilson/Stuart Loudon	Ford Fiesta Rally2	+1m00s
6	Josh Moffett/Andy Hayes	Hyundai i20 R5	+1m52s
7	Sam Moffett/Keith Moriarty	Ford Fiesta Rally2	+2m11s
8	Keith Cronin/Mikie Galvin	Ford Fiesta Rally2	+2m25s
9	Garry Jennings/Rory Kennedy	Ford Fiesta R5	+2m57s
10	Seb Perez/Gary McElhinney	Ford Fiesta Rally2	+3m07s

Class winners: BRC1: Edwards; **BRC4:** Brendan Cumiskey (Ford Fiesta Rally4); **NRC7:** Jennings; **NRC6:** Elliott Payne (Ford Fiesta R5); **NRC4:** Jason Black (Toyota Starlet); **JBRC:** Ruairi Bell (Ford Fiesta Rally4); **BRCA:** Fraser Anderson (Ford Fiesta R2T). **Points (after 2/7 rounds):** 1 Edwards 37pts; 2 Yates 34; 3 S Moffett 31; 4 Pryce 30; 5 Cave 18; 6 J Moffett 14. **Next round:** Grampian Forest Rally, Banchory, August 14.

PAYNE EDGES PETCH FOR NATIONAL WIN

Elliot Payne's stock continues to rise as the teenager took a terrific win in the BRC National series aboard a Ford Fiesta R5. Although running with a larger restrictor than the BRC1 competitors, Payne's pace placed him an incredible sixth overall in the event to boot.

It wasn't all plain sailing though. An intercom problem on SS1 was far from ideal but he and co-driver Cameron Fair were still 6s up on closest rival Stephen Petch, setting the tone for the rest of the day – even if the youngster Payne wasn't impressed with how "hesitant" he was being.

Petch was quietly effective in his bigger but older Fiesta WRC, punching in some strong times on his way to a second-place finish that earns him an early championship lead. Thomas Preston had led the standings but his switch from WRC to R5 Fiesta didn't pay off as he was sidelined by gearbox trouble after three stages.

Garry Pearson entered his first BRC event in four years and was rewarded with a podium place in the National chase. That was despite driving with no brakes towards the end of the morning.

Payne fended off rivals for glory

Returnee Keith Cronin was slowed by a SS6 puncture

NEW BOOKAZINE SERIES!

CELEBRATING THE BEST OF FORD

SUBSCRIBE NOW AND SAVE 20%, ISSUE 2 OUT 24TH SEPTEMBER 2021

TOTAL FORD

The UK has had a fascination for the Blue Oval for 100 years. But our real love affair for Fords came into its own from the 1960s onwards, when homegrown stars like the Ford Capri, Escort, Fiesta and Cortina became household favourites. So the publishers of Fast Ford and Classic Ford magazines are aiming to profile some of these most iconic models. From modern favourites like the Focus to rallying legends like the Sierra Cosworth and hot hatch legends like the XR3i, Total Ford aims to bring the very best Blue Oval action.

SAVE 20%

SUBSCRIBE TO THE SERIES

1 YEAR JUST £28.77

SINGLE ISSUE JUST £8.99

SHOP TODAY

VISIT **SHOP.KELSEY.CO.UK/TFD** OR CALL **01959 543 747** AND QUOTE **TFD**

LINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

TERMS AND CONDITIONS Full terms and conditions can be found at **shop.kelsey.co.uk/terms**. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 4 issues charged at just £28.77. Payments will continue to be taken at the low rate of £28.77 every year thereafter. You can cancel your subscription at any time and no further payments will be taken

RALLY REPORTS

BTRDA RALLY SERIES: NICKY GRIST STAGES **JULY 10**

BACK IN BLACK: CALLUM TURNS HEADS ON HIS GOLD STAR COMEBACK

Returning to an R5 car means the mojo returns for British driver as he holds his nerve on Nicky Grist

Photos: Chicane Media

No rival could live with Callum Black's speed

On his first outing in an R5-specification car since 2017, Callum Black returned to the BTRDA Gold Star series in style as he took a comfortable win on the Nicky Grist Interclub Stages Rally in his Ford Fiesta.

With Jack Morton alongside, he finished the event 21 seconds up on Ian Bainbridge and Will Atkins' Skoda Fabia as George Lepley/Tom Woodburn just held on to third place in their ailing Mitsubishi Lancer E10.

While dust proved to be a problem for many in the warm, dry conditions, everybody seemed pleased to be back rallying again as they tackled eight classic Welsh stages.

Following the same route as the National runners, Black got off to the best possible start by setting fastest time on SS1. He then dropped two seconds to Bainbridge on the next test after spinning his Fiesta, losing the lead to the Skoda driver in the process. Behind them, Lepley was hampered by the dust but maintained third position, as Mathew Hirst suffered a multitude of problems including a misfire and a broken driveshaft which would drop his Mitsubishi Lancer E9 to 15th at the finish.

With Bainbridge suffering in the dust, Black was able to regain the lead after setting fastest time through Halfway and he repeated this on the following long stage through Crychan despite a broken anti-rollbar.

Bainbridge dropped a little time on the final stage of the morning and, while he was happy with a revised set-up on his Fabia, he felt his times weren't quite what they could be. Lepley closed to within two seconds of his rival despite an earlier spin and was relishing the afternoon's running.

There were a number of Irish visitors to the event and Vivian Hammill/Denver Raferty held an encouraging fourth place before retiring their Ford Fiesta R5 with engine management issues. Driving a four-wheel-drive car for the first time, young Tom Llewellin was learning a lot about his Mitsubishi Mirage R5 and he and Ross Whittock set equal second-fastest time in Crychan and held fifth position.

Repairs to his Fiesta's anti-rollbar proved beneficial for Black, as he and Morton attacked stages five and six. They set fastest time on both of the tests, a feat they repeated on Halfway 2 when they took three seconds out of nearest rival Bainbridge on each of the tests.

It didn't turn out to be all plain sailing as Black admitted to hitting a rock halfway through the final stage and backed off to make sure he completed the stage. He reported that the work carried out in service had helped the balance of the car. "We had a go in stages five and six: it was very enjoyable," said the eventual winner Black, although maximum BTRDA Gold Star points were taken by Elliot Payne, who was contesting the concurrent National rally.

For the final stage, Bainbridge had a dust-free run for once and set fastest time, with his Fabia's handling to his liking. "We were carrying some speed through the corners, more than I thought we could," he said, as he completed the day in second place.

Lepley, meanwhile reported a problematic afternoon with his Lancer suffering with gear-selection problems. "It was challenging, I just got to the end for points," he admitted.

Someone who was having a push was Llewellin, who admitted to taking a bit of time to adapt his driving style from a Ford Escort. The change certainly worked, as he set a string of third-fastest times throughout the afternoon to finish just one second behind Lepley.

Conor McCourt had enjoyed the stages and, despite his Ford Fiesta's boot coming open on an afternoon stage, he and Caolan McKenna finished a fine fifth overall, one place ahead of Gareth Sayers/Gareth Gilchrist, who did well to finish sixth after running lower down the field in a similar car.

The last-minute pairing of Richard Hill/Elgan Davies had a problem-free run to win class B13 in their Mitsubishi Lancer E9. They finished in seventh, ahead of first-time Welsh visitors Gareth Mimmagh/J Barry McCarney who were pleased to finish second in class in their Mitsubishi Lancer E6.

David Crossen/Aileen Kelly were first two-wheel-drive crew home in ninth in their Ford Escort Mk2 on their first Welsh event since 2006. "I've loved it," said a happy Crossen, who had changed tyres for the afternoon after wearing them out on the morning stages. "I had a clean run, [but ended up with] just a big tyre bill…"

Martin Cairns/Brian Hoy admitted to a few mistakes on the morning stages, but were far happier with their afternoon's run, as they rounded off the top 10 in their Ford Fiesta WRC.

RESULTS

BTRDA Rally Series: Nicky Grist Stages
When: July 10 Where: Builth Wells, Wales

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Callum Black/Jack Morton	Ford Fiesta R5	44m 20s
2	Ian Bainbridge/Will Atkins	Skoda Fabia	+21s
3	George Lepley/Tom Woodburn	Mitsubishi Lancer E10	+56s
4	Tom Llewellin/Ross Whittock	Mitsubishi Mirage R5	+57s
5	Conor McCourt/Caolan McKenna	Ford Fiesta R5 Mk2	+1m 45s
6	Gareth Sayers/Gareth Gilchrist	Ford Fiesta R5	+1m 52s
7	Richard Hill/Elgan Davies	Mitsubishi Lancer E9	+1m 56s
8	Gareth Mimmagh/J Barry McCarney	Mitsubishi Lancer E9	+2m 24s
9	David Crossen/Aileen Kelly	Ford Escort Mk2	+2m39s
10	Martin Cairns/Brian Hoy	Ford Fiesta WRC	+2m 51s

Class winners: RF1.4: Tom Naylor/ Tom Bishop (Nissan Micra); **RF2.0:** Andrew Bustard/Kenny Bustard (Ford Escort Mk2); **1400S:** Steve Black/Paul Morris (Suzuki Swift S1400); **1400C:** Edward Wain/Noel Murphy (MG ZR); **N3:** Jonny Sproat/Peter Johnson (Ford Fiesta ST150); **NR4:** Simon Dalton/Jamie Vaughan (Subaru Impreza N12b); **R2:** Ioan Lloyd/Sion Williams (Peugeot 208 R2); **B10:** Dan Jones/Cyril Jones (Vauxhall Nova); **B11:** Nick Dobson/Jonathan Turnbull (Ford Escort Mk 2); **B12:** Crossen/Kelly; **B13** Lepley/Woodburn; **B14:** Black/Morton; **H1/2:** Gary Smith/Clive Jones (Ford Escort Mk1); **H3:** Jason Tauber Pritchard/Phil Clarke (Ford Escort RS1800); **H4:** Guy Anderson/Kim Gray (Mitsubishi Galant VR4).

George Lepley took third in his Mitsubishi E10

Tom Llewellin continued to get to grips with his new Mitsubishi

Barry Jordan was once again a rally star in the Hillman Avenger

Black Sr keeps it in the family with a controlled victory in the 1400cc section

It was a good day for the Black family, with Callum's father Steve, partnered by Paul Morris, winning the 1400cc section after a controlled drive in their Suzuki Swift.

Jonny Sproat/Peter Johnson won the N3 class in their Ford Fiesta. In the Historic section, category winners Jason Tauber Pritchard/Phil Clarke finished 11th overall in their Ford Escort Mk2. Two-time event winner Gary Smith, with Clive Jones alongside, secured a trouble-free class win in the H1/2 division. Guy Anderson/Kim Gray overcame braking and gearbox issues to win the largest Historic class, H4, in their Mitsubishi Galant VR4.

In the R2 category, Fiesta drivers Rob Wilson and Mathew Tordoff battled with Ioan Lloyd in a Peugeot 208 R2 and all led at some point in the morning.

With successful set-up changes made at halfway, Lloyd and Sion Williams took the class in a creditable 23rd place with their rivals both retiring on the last stage.

Tom Naylor and Tom Bishop made a successful forestry debut, winning the junior class RF1.4 in a Nissan Micra. Andrew and Kenny Bustard enjoyed the stages while competing together in Wales for the first time as they took RF2.0 honours in their Ford Escort.

Advertising enquiries: 01732 446757

BRITISH GT REPORT: DONINGTON

IN BRIEF

Parker promise
Team Parker's Porsche 911, despite retiring from the race with a gearbox problem, is on an upward trajectory, evidenced by Scott Malvern setting the fastest lap in qualifying. Malvern told Motorsport News: "We're new to this car and learning every time. It shows the hard work is paying off. I feel that's where we should be. I know this team can do it. If we're not fastest we should be very close."

Do you, Mr Jones?
Malvern's driving partner Nick Jones meanwhile explained his turn-one tap of Michael Igoe's Lamborghini, that resulted in Igoe and Leo Machitski retiring. He told MN: "They just slowed up more than I had anticipated. But it's not like I used him as a brake; it was the slightest of touch but you don't need a big touch do you? It was fractions."

Enduro enthrals
The freshman Enduro Motorsport McLaren GT3 showed prodigious Donington pace. Marcus Clutton hounded Jonny Adam for the final podium place, though admitted caginess after hitting Adam at Silverstone. Clutton told MN: "I've luckily landed on a really good set of lads. We're learning the car, I'm learning the car, Morgan's learning this level of racing as much as the car, the pace we're showing is very promising."

Topham's unicorn lap
On Saturday evening it seemed things could scarcely go better for Matt Topham, as in his Newbridge Aston Martin GT4 he followed up his British GT debut win at Silverstone with at Donington his first pole, now with a new driving partner Darren Burke. Topham told MN: "I'm just finding more and more confidence in the car, it was just like a unicorn lap, it felt amazing!"

Hayek's hope
One of many having a promising weekend dashed by early-race elimination was Team Rocket RJN's Harry Hayek and Katie Milner. After two tricky rounds for the McLaren Driver Development Programme cars, their GT4 McLaren 570S started second. "It's a joy to drive," Hayek told MN. "At least we know we're in a better position leading into the next round; with our competitiveness this weekend all the stars are aligning."

Igoe braking bad
Following their race-ending first-corner collision, Michael Igoe was unsure about Leo Machitski suggesting their contact was because Igoe released the brakes and rolled into his path. "I don't actually get that," Igoe told MN. "He said I rolled back onto the track [but] I didn't leave the track. It all happened so fast as you can imagine. Nothing done intentionally by any means."

Spin: Igoe goes backwards

Father-and-son took first win

Merc overcame more ill fortune

NEARYS NO LONGER NEARLY AS TEAM ABBA WINNER TAKES IT ALL

Father-and-son Mercedes pair take sensational comeback victory while Burns and Burton's Century BMW avoids GT4 chaos. By Graham Keilloh

The 2021 British GT year of the Team Abba Racing Mercedes piloted by father-and-son Richard and Sam Neary has been characterised by two things: promising pace and foul luck. At Donington Park's round three it looked like that toxic combination would be present once again, as in second free practice the Mercedes' right-front brake disc shattered.

The younger Neary, Sam, kept it out the barriers but the breakage still did sufficient damage to the car to ensure it sat out qualifying, meaning it started last of the 10 GT3 runners.

But they weren't giving up. "We start last but we should be right up there, we know it's all to play for tomorrow," Sam told Motorsport News. "We can still win it. We have one of the quickest cars here. With Richard's racecraft and our pace we'll be in with a shot."

Indeed we could recall Neary Sr's fine in-race progress in similar circumstances the previous time out at Silverstone, rising from starting 10th to third in his stint. This time at Donington he did all that and more. By the exit of the first turn.

Second-starter Michael Igoe in his WPI Lamborghini, that had rediscovered its pace after its Silverstone struggle, at Redgate was tapped into a spin by Nick Jones's Team Parker Porsche. Igoe's Lamborghini, facing backwards in front of a swarm of cars, was hit on the way past by Leo Machitski's fellow Lambo from Barwell, which put both out.

And, somehow while all this was going on, Neary Sr wove his way up to second behind Ian Loggie's polesitting RAM Mercedes.

"I picked the right line, it was a matter of luck really," Richard said modestly. "In fairness I hung back a little bit, [but] I was lucky."

Then at the restart after the second of two early-race safety cars, an aggressive Neary Sr immediately dived up the inside of Loggie at Redgate to take first.

Neary, despite another safety car interruption, was then able to stretch out a 3.6-second lead, but Loggie was making a race of it and closed back in at the end of their stints to be within a second again. The Nearys had an advantage though, that the RAM Mercedes would have to serve a 10-success penalty at its pitstop for its third place last time out.

Neary Jr therefore emerged from the stops with 12s in hand over Yelmer Buurman, who had taken over from Loggie. Yet rather than this setting up a grandstand finish, 19-year-old Neary was in fact able to edge clear. The Team Abba Mercedes won by 15.9s for its first British GT victory and with it became the first dad-and-lad pair to win in the category.

"I seem to have called it right!," Sam told MN afterwards, recalling his prediction the previous day. "I knew the car was quick, in warm up we proved it was, and Richard's stint was just incredible. Then it was an easy job for me. We're getting better and better in the car; we're one of the best pairings on the grid."

Jonny Adam and Andrew Howard in their Beechdean Aston Martin completed the podium, with Adam only just holding off the rapid McLaren of Marcus Clutton and Morgan Tillbrook, as well as Sandy Mitchell and Adam Balon's Barwell Lamborghini. Both of Adam's pursuers were recovering from setbacks: the McLaren had a first-lap enforced gravel detour while the Lamborghini had a sizable success penalty from being the first points-scoring car home at Silverstone.

Adam/Howard and Buurman/Loggie now tie at the table top, but with the Nearys even after all their ill fortune sitting just 15 points back who would bet against Team Abba becoming the winner that takes it all?

The GT4 race was also a matter of not judging a book by its cover. Will Burns and Gus Burton took their second win in three rounds in their Century Motorsport BMW. But this was no classic story of domination.

The BMW struggled for speed in this one, and started only ninth of the GT4 runners. This race came to them.

"It wasn't my pace, it was just being right place right time and not making mistakes," Burns admitted to MN about his win. "I'm from sprint racing one-make series so I'm attacking, attacking – and it paid off. The moment I started overtaking the Ams the Silvers seemed to be panicking more and [then] there was more carnage. Luck was on our side today though, based on the pace. We're making the best out of a bad situation."

This extraordinary contest indeed was framed by two early-race multi-car collisions, with an upshot that only five of the 13 GT4 starters still circulated when the race was a quarter done.

"We're one of the best pairings on the grid"
Sam Neary

Century took second 1-2 of year

Photos: Jakob Ebrey

BRITISH F3 REPORT BY STEFAN MACKLEY

O'SULLIVAN TAKES COMMAND WITH DONINGTON DOUBLE

A brace of Donington Park victories launched Zak O'Sullivan into a commanding lead of the BRDC British Formula 3 championship, despite the Carlin driver and title rival Reece Ushijima colliding in the final race of the weekend.

O'Sullivan asserted his dominance on the event from the outset by taking a double pole, but initially lost the lead of race one heading into Redgate to fellow front-row starter Ushijima.

The pair battled side-by-side down the Craner Curves with O'Sullivan braving it out to hold the inside line into the Old Hairpin and retake the lead, eventually edging out to a comfortable 4.9-second victory.

"I got a pretty bad start but then I got into the lead and was just trying to pull the gap, I think he [Ushijima] had to defend a bit from behind," said O'Sullivan.

"I think I touched the grass [down the Craner Curves] but you need to risk it at this stage [of the championship]. If you're behind you've got to take the risk and you're just trying to pick up the best result you can. There was an opportunity which wasn't too risky, he gave me enough room and I gave him enough room."

Behind the leading pair, Elite Motorsport's Javier Sagrera lost out on an impressive podium finish because he got a 10s penalty for being out of position on the grid. This promoted Arden team-mates Alex Connor and Roman Bilinski into third and fourth respectively, the latter on his championship debut.

Race two was an easier affair for O'Sullivan, who got a better launch from pole and headed a train of Connor, Ushijima and Bart Horsten. Ushijima, who came into the meeting just six points behind O'Sullivan in the standings, dived to the inside of Connor on lap four of 12 at the Melbourne Hairpin with the pair running side-by-side on the exit, before Connor held the position on the inside line at Goddards.

Five laps later it was Ushijima's turn to be attacked, by Hitech GP team-mate Horsten who lunged up the inside at Goddards, but contact was made as Horsten's right-front tyre collided with Ushjima's left rear on the exit of the corner, which broke the latter's suspension and sent him into retirement. "I think he got a bit optimistic. I left the room and I don't think he did," said Ushijima, after recording his first DNF of the season.

Fortec's Roberto Faria benefited most from the fracas, moving up to third having started sixth, ahead of Sagrera and the recovering Horsten, but Australian Horsten was disqualified from the result for his involvement in the collision, handed a five-place grid penalty for race three and four points on his racing licence.

Two out of three ain't bad for O'Sullivan (51) as he extended lead

It proved to be not the only collision Ushijima was involved in, as in the fully reversed-grid race three he moved across on O'Sullivan on the run towards the Melbourne Hairpin – unaware where the Carlin driver was after losing his right-hand mirror earlier in the race. The contact pitched Ushijima backwards into the barrier, while O'Sullivan was out on the spot with broken left-front suspension.

With the main title protagonists out it offered Ayrton Simmons the chance to take some much-needed points in another lacklustre weekend.

After recording a best result of eighth from the opening two races, Simmons was battling over second in race three when he was forced wide at McLeans by Chris Dittmann Racing team-mate Max Marzorati. Simmons eventually recovered to another eighth.

Marzorati meanwhile recorded his maiden British F3 podium in second, having been passed for the win by Fortec's Mikkel Grundtvig.

Neary Sr was second by Redgate

The trouble started at the restart after the first safety car, for clearing up Igoe's stranded machine, when chaos at McLeans accounted for poleman and Silverstone winner Matt Topham's Newbridge Aston – which had been delayed at the restart – as well as Mark Sansom's Assetto Ginetta and McLaren pair Ashley Marshall of Balfe and Alain Valente of Team Rocket RJN. Chris Salkeld in his Century BMW got the blame for it and a 10s stop-go penalty, but was able to continue.

It left John Ferguson in the Speedworks Toyota leading, albeit with the Am driver under severe pressure from several Silver-graded runners. Burns was the first to get ahead, doing so on the inside of Melbourne Hairpin. But not long later when Harry Hayek's Rocket RJN McLaren sought to pass on the outside of Goddards Ferguson nudged him into a broadside position and the innocent Will Moore in his Mustang also got tangled up. This put all three out.

The stewards blamed Ferguson and gave him a formal written reprimand as well as two licence points.

The Burns/Burton BMW was in command for the remainder. Jordan Collard and James Kell's improved Rocket RJN McLaren was its closest challenger but it dropped down the order in the second stint as rear damage on the car cost it pace. This meant Salkeld alongside Andrew Gordon-Colebrooke made it the second Century BMW 1-2 of the season.

SUPPORT RACES

Will Aspin took his maiden win in the Ginetta GT5 Challenge, having benefited when the opening race at Donington Park was red flagged. The former Ginetta Junior driver, who had already claimed six podiums this year, was leading when he ran wide on the exit of Goddards and lost the lead to John Bennett. But Aspin crucially had led across the line the previous time past by 0.018 seconds and this gave the Elite Motorsport driver the win on countback. He couldn't prevent championship leader Josh Steed from hunting him down and winning in the second race though, while Bennett took the runner-up spot at the Melbourne Hairpin on the final tour. Steed was in a league of his own in race three, comfortably beating Aspin as Ben McKenna secured another podium, having also got third in race one. Marc Warren took all three concurrent G40 Cup wins.

Angus Whiteside finally put a stop to Toby Trice's Ginetta GT Academy dominance. Trice, who won all three races at the championship's maiden Brands Hatch meeting, continued his impressive form at Donington Park by taking a lights-to-flag victory in the opening two races having being shadowed by Whiteside in both. A superb getaway from third on the grid in race three gave Wes Pearce the lead from poleman Trice, but any chance of another hat-trick disappeared when Trice and Gilbert Yates collided at the Melbourne Hairpin with the former sent into a spin. Whiteside, running third, then disposed of Yates and eventually Pearce on the final lap at McLeans to win.

Nic Grindrod continued his domination of the CityCar Cup as he took another two wins at Donington. Both of his victories were lights-to-flag affairs having comfortably qualified on pole, while behind Elliot Lettis took second in race one. An opening-lap crash at Schwantz Curve in race two for Lettis left the way clear for Liam Browning to finish runner-up. Fiesta Junior championship co-ordinator Laura Payne made her racing debut in the category, reaching the finish in race two after being forced to retire in the opener after picking up damage from a kerb.

Stefan Mackley

RACE WINNERS

BRDC British F3
Races 1 & 2: Zak O'Sullivan
Race 3: Mikkel Grundtvig

Ginetta GT5 Challenge/ G40 Cup
Race 1: Will Aspin
Races 2 & 3: Josh Steed

Ginetta GT Academy
Races 1 & 2: Toby Trice
Race 3: Angus Whiteside

CityCar Cup
Races 1 & 2: Nic Grindrod

Trice (22) took two GTA wins but lost his unbeaten record

RESULTS

British GT Championship 2021

Round 1: Brands Hatch, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Richard Neary/Sam Neary	Team ABBA Racing/Mercedes-AMG	Silver-Am	2h00m53.379s
2	Ian Loggie/ Yelmer Buurman	RAM Racing/Mercedes-AMG	Pro-Am	+15.931s
3	Andrew Howard/Jonny Adam	Beechdean AMR/Aston Martin Vantage	Pro-Am	+24.458s
4	Morgan Tillbrook/ Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	+24.912s
5	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+25.109s
6	Stewart Proctor/Lewis Proctor	Balfe Motorsport/McLaren 720S	Silver-Am	+33.871s
7	Kelvin Fletcher/Martin Plowman	Paddock Motorsport/Bentley Continental	Pro-Am	+1m03.962s
Ret	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	43 laps
Ret	Leo Machitski/Dennis Lind	Barwell Motorsport/Lamborghini Huracan	Pro-Am	1 lap
Ret	Michael Igoe/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	0 laps

Pole position: Loggie/Buurman 2m55.301s (aggregate time). **Fastest lap:** Mitchell 1m27.586s (102.23mph).
Winner's average speed: 93.80mph.

Round 1: Brands Hatch, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Will Burns/Gus Burton	Century Motorsport/BMW M4	Silver Cup	2h02m20.356s
2	Chris Salkeld/Andrew Gordon-Colebrooke	Century Motorsport/BMW M4	Pro-Am	-1 lap
3	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 570S	Pro-Am	-1 lap
4	Dave Whitmore/Jake Giddings	Ciceley Motorsport/Mercedes-AMG	Pro-Am	-1 lap
5	Jordan Collard/James Kell	Team Rocket RJN/McLaren 570S	Silver Cup	-1 lap
Ret	John Ferguson/Scott McKenna	Toyota Gazoo Racing UK/Toyota GR Supra	Pro-Am	16 laps
Ret	Harry Hayek/Katie Milner	Team Rocket RJN/McLaren 570S	Silver Cup	15 laps
Ret	Will Moore/Matt Cowley	Academy Motorsport/Ford Mustang	Silver Cup	15 laps
Ret	Alain Valente/Michael Benyahia	Team Rocket RJN/McLaren 570S	Silver Cup	5 laps
Ret	Matt Topham/Darren Burke	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	4 laps

R Mark Sansom/Charlie Robertson (Assetto Motorsport/Ginetta G56) 4 laps; R Ashley Marshall /Jack Brown (Balfe Motorsport/McLaren 570S) 4 laps; R Richard Williams/Sennan Fielding (Steller Motorsport/Audi R8) 1 lap.
Pole position: Topham/Burke 3m11.437s (aggregate time). **Fastest lap:** Burton 1m36.386s (92.90mph).
Winner's average speed: 86.59mph.

DRIVER STANDINGS

Adam/Howard now joint top

Burns/Burton BMW build gap

BRITISH GT: GT3

POS.	DRIVER	POINTS
1=	Andrew Howard/Jonny Adam	67.5
1=	Ian Loggie/Yelmer Buurman	67.5
3=	Adam Balon/Sandy Mitchell	52.5
3=	Richard Neary/Sam Neary	52.5
5	Leo Machitski/Dennis Lind	49.5
6	Michael Igoe/Phil Keen	43.5
7	Stewart Proctor/Lewis Proctor	27
8	Nick Jones/Scott Malvern	24
9	Kelvin Fletcher/Martin Plowman	19.5
10	Morgan Tillbrook/Marcus Clutton	18

11 Sam De Haan/James Cottingham 15; 12 Shamus Jennings/Greg Caton 6; 13 Lucky Khera/Ross Wylie 1.5

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Will Burns/Gus Burton	93
2	Chris Salkeld/Andrew Gordon-Colebrooke	66
3	Richard Williams/Sennan Fielding	42
4	James Kell/Jordan Collard	40.5
5	Matt Topham/Darren Turner	37.5
6	Nick Halstead/Jamie Stanley	34.5
7	Mark Sansom/Charlie Robertson	33
8	John Ferguson/Scott McKenna	22.5
8	David Whitmore/Jake Giddings	22.5
9=	Jack Brown/Ashley Marshall	9
9=	Will Moore/Matt Cowley	9

11= Harry Hayek/Katie Milner 6; 11= Alain Valente/Michael Benyahia 6

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: HSCC BY PAUL LAWRENCE — JULY 9-11

Cam Jackson was a man on form at Brands Hatch

Former touring car star Steve Soper headed the pack in his Ford Mustang

JACKSON HITS THE SKIDS BUT STILL COMES OUT ON TOP IN BRANDS HATCH THRILLERS

Matt Rivett raced to glory in the Champion of Brands clash

Somehow, Cam Jackson added three more Formula Ford wins to his ever-growing tally at Brands but when he was skittering though the Paddock Hill Bend gravel in the second Classic race it seemed an unlikely outcome.

The best finish was in the sole Historic counter after Saturday's first race was abandoned following a second red flag. Ross Drybrough flipped after a tangle of wheels and was hospitalised with a hand injury. On Sunday, Jackson and Neil McArthur enacted a ferocious battle and were later joined by Horatio Fitz-Simon in the lead contest as Jackson beat McArthur to the line by less than a fifth of a second.

The second Classic win was even tougher but a red flag let Jackson off the hook after his gravelly moment on oil. The restart grid was taken back a lap and that put him back on the front row. Henry Chart was might and traded the lead with Jackson until spinning at Surtees on the final lap.

Saturday's Thundersports mini-enduro was an absolute belter as James Claridge and Mark Richardson went head-to-head for 40 minutes. After 23 laps of the GP circuit, Claridge beat his rival by just four-tenths of a second.

The sight and sound of the Chevron B23 and Lola T290 at full stretch on the GP loop was a real highlight and engine builder Claridge had to push very hard to fend off the garden designer. Richardson even stole ahead for a few laps before Claridge re-asserted himself, but it was always in doubt as Richardson never gave up the chase.

It was a win apiece in Classic F3 as Andrew Smith (GP circuit) and Benn Tilley (Indy) set the pace. A broken valve shim put Smith out of the lead on Friday but he bounced back and slithered to victory on Saturday. Murray Shepherd starred in the concurrent Classic FF2000.

The pair of Aurora Trophy/Geoff Lees Trophy races were excellent as two drivers starred at the head of the action. From a shuffled grid, thanks to a damp qualifying, Matt Wrigley (March 782) worked ahead in the opener and built a cushion until a safety car period. Wrigley was not surprised when the first car he saw looming in his mirrors was the March 712 of Martin Stretton. Having Stretton on your gearbox on the Brands GP circuit was always going to make it tough but Wrigley held on tenaciously. Later, Wrigley again led until Stretton seized half a chance in traffic and levelled the score.

Kevin Kivlochan gave team boss Richard Walbyoff a birthday present by winning the Historic Road Sports counter in his AC Cobra while Will Plant topped the 70s Road Sports in his Morgan.

Chris Goodwin topped the Formula Junior pack in another race impacted by a safety car, Steve Soper (Ford Mustang) won in Historic Touring Cars and Andy Newall made it three from three in the Guards Trophy. Meanwhile Mark Charteris (Classic Clubmans) and Matt Rivett (Champion of Brands Formula Ford) were the other Friday winners.

RACE WINNERS

Historic FF2000
Heat 1: Ian Pearson (Royale RP30);
Heat 2: Jon Finch (Reynard 79SF);
Final: Graham Fennymore (Reynard 81SF)

Classic Formula 3
Race 1: Benn Tilley (March 743); **Race 2:** Andrew Smith (March 782)

Classic Clubmans
Mark Charteris (Mallock Mk20/21)

Champion of Brands
Matt Rivett (Van Diemen RF91)

Classic Formula Ford/Historic F3
Race 1 & 2: Cam Jackson (Winkelmann)

Historic Formula Ford
Cam Jackson (Winkelmann)

HGPCA
Race 1: John Spiers (Maserati 250F);
Race 2 & 3: Sam Wilson (Lotus 18)

Thundersports
James Claridge (Chevron B23)

Historic Formula Junior
Chris Goodwin (Lotus 22)

Aurora Trophy/ Geoff Lees Trophy
Race 1: Matt Wrigley (March 782);
Race 2: Martin Stretton (March 712)

Historic Road Sports
Kevin Kivlochan (AC Cobra)

70s Road Sports
Will Plant (Morgan Plus 8)

Guards Trophy
Andy Newall (Chevron B6)

Historic Touring Cars
Steve Soper (Ford Mustang)

Andy Newall prevailed in a Chevron

Spiers shows what is to come with Historic Grand Prix Cars victory

Prolific historic racer John Spiers is still getting the hang of his ex-Jean Behra Maserati 250F but he was the master of Saturday's front-engined HGPCA race. The star of the race, however, was Miles Griffiths on his debut race in Julian Bronson's Scarab.

The Scarab was struck by fuel pressure issues at the start of qualifying and that left Griffiths near the back of the grid. But he quickly scythed through the field to take the lead, only to be sidelined when the gearbox stuck in second and he retired to the pits.

Instead, Spiers outpaced the Rod Jolley's Lister Jaguar Monza while Tony Smith worked his Ferrari Dino up to third, only to spin on the exit of Graham Hill Bend and nudge the tyre wall.

Sam Wilson was dominant in both the rear-engined and combined races at the wheel of John Chisholm's Lotus 18, using all his natural pace to take two resounding victories over Peter Horsman (Lotus 18/21).

Griffiths started from the back of the combined race with fingers crossed that the gearbox on the Scarab was fixed and drove a storming race to bring the front-engined car through to third at the expense of Mark Shaw (Lotus 21).

Fennymore took advantage of rivals' absence

Fennymore turns up the heat in the chase for Formula Ford 2000 glory

With Benn Simms and Andrew Park both absent, this was always likely to be a crucial weekend for Graham Fennymore in his bid for the Historic FF2000 title after a seven-year lay-off. But things didn't go quite that smoothly.

Ian Pearson won the opening Indy circuit heat but had to work hard after an early moment to battle ahead of Adrian Reynard. Fennymore was blitzing the second heat until his Reynard's oil pressure disappeared and he cruised around to finish fifth. The problem was later traced to a faulty gauge, to Fennymore's great relief.

That put Fennymore on the back foot for the final but he quickly charged up to second. However, Pearson was four seconds up the road until that cushion was negated by a safety car. Fennymore sat on his rival's gearbox at the green and swept ahead into Paddock. Pearson chased hard as the gap ebbed and flowed in traffic, but Fennymore remained in control as Reynard beat Andrew Storer for third.

The GP circuit race was a Fennymore vs Pearson head-to-head and Fennymore just held the advantage although Pearson made his big attack into Clearways with a lap to run and came very close.

RACING REPORTS

OULTON PARK: VSCC BY STEVE HINDLE — JULY 10

THE CHARGE OF THE LIGHT CAR BRIGADE PROVES A HIT AT OULTON PARK'S VINTAGE FESTIVAL

Photo: Steve Hindle

Jermey Brewster and Dermot Johnson's Salmson picked up the Light Car honours

The Vintage Sports-Car Club welcomed all for a celebration of three, four and six-wheeled antiquities during its Motorsport Festival last weekend.

There were picnics aplenty, a dazzling array of concours entries, a challenging autosolo test, and of course, a full programme of racing; the highlight being the 38-strong, 40-minute Longstone Tyres Light Car race.

With qualifying times separated by 10s instead of tenths of seconds, and driver changeovers that sometimes required the swapping of helmets and gloves (and occasional reminders to don overalls), the pace in the pitlane was about as leisurely as it was on track.

Nevertheless, what the VSCC achieved was to gather a grid of remarkable old cars and cyclecars, prepared and driven by families and friends.

The races themselves were anything but predictable. Polesitters Jeremy Brewster and Dermot Johnson (Salmson AL22) led an all-French getaway in the Longstone Tyres Light Car battle, but soon found themselves slipping down the order under pressure from Hughie Walker's SIMA-Violet and the Salmson AL of Chris and Michael Hudson. Leading the British contingent was the Morgan Super Aero of David Andrews and Iain Stewart, but time lost in the pits would see their challenge fade and the Brewster/Johnson car resume the lead, taking the flag at an average speed of 44.26mph.

Despite many races ceding to the might of horsepower, there were notable encounters right across the bill.

Tom Thornton and Dougal Cawley entertained with a dicing duel in the 'Specials' race; Cawley seizing the lead at the start, losing it back to Thornton at the hairpin but then pressuring relentlessly until the BMW was sent spinning precariously across the track at Hislops: Thornton would later claim a win in the Allcomers Scratch'.

Fred Harper was another to struggle off the line but once he got his Kurtis Indy Roadster up to speed in the Seaman Trophy race, he swiftly dealt with Tom Walker's Amilcar before cruising to the fastest lap of the day.

Though not quite 'vintage', the Ecurie Classic Racing Challenge brought together some familiar British favourites from the 1950s and '60s. Jaguars were out in force for this one with Robert Gate's E-type taking time to hit the front then finding a rhythm that meant his lead was comfortably extended.

RACE WINNERS

Bill Philips Trophy for Pre-War Sports Cars
Sue Darbyshire (Morgan Super Aero)

Oulton Park Trophy Race for VSCC Specials
Dougal Cawley (GN/Ford Piglet)

Seaman Trophy Race for Pre-'61 Racing Cars
Fred Harper (Kurtis Indy-Roadster)

Allcomers Scratch for Pre-War Cars
Tom Thornton (BMW 329/28K)

Ecurie Classic Racing Challenge
Robert Gate (Jaguar E-type)

Allcomers Handicap for Pre-War Cars
James Miles (Austin 7 Special)

Longstone Tyres Light Car
Jeremy Brewster/Dermot Johnson (Salmson AL22)

Dougal Cawley had to overcome dramas, but claimed silverware in the Specials clash

Fred Harper used his Kurtis Indy Roadster to good effect for an Oulton Park win

ANGLESEY: BRSCC BY PETER SCHERER — JULY 10-11

MIDDLEHURST LANDS A BRACE IN NORTH WALES

Chris Middlehurst took two wins out of three in the National Formula Ford Championship's visit to Anglesey.

His Van Diemen was beaten away from the start by Maxwell Esterson's Ray but, despite the pair running in close proximity throughout, Middlehurst was in charge from Rocket on the opening lap.

The rivalry continued in the second race, with two exchanges at mid-race distance before Middlehurst took charge again from just after halfway.

A wet track and reversed grid gave Jamie Sharp's Medina Sport a decisive break in race three. The Rays of Colin Queen and Esterson duelled for second before the former spun and, with both Queen and Thomas Mills clashing late on, Middlehurst snatched third.

Jack Brewer in the Mazda MX-5s was another to win two from three. Having overtaken the fast-starting Brian Trott at the end of lap one, he eased clear and left Trott to successfully defend second from Steve Foden, who was at the head of a four-car train.

Trott led again in race two before Brewer shot ahead at Rocket. Trott ran wide at the last turn on lap one, which left Oliver Allwood in second place from Zak Oates.

Time lost on the opening lap cost Brewer dearly in the final race. Seb Fisher led but was caught and passed by Allwood, who escaped to take the victory as Oliver Graham demoted Fisher a lap from home to complete the podium.

When Harry Mailer lost the lead of the first Fun Cup race to Nigel Greensall with three laps to go, he thought it was all over. But the Greensall Motorsport car was later excluded, handing victory to DespatchBay Express's Andy Bicknell/Mailer, with UVio/Hofmann Lotus's Farquini Deott/Fabio Randaccio and PLR's Neil Plimmer/Ben Pitch joining them on the podium.

The Into the Night Race was won fairly comfortably by UVio, as Team Viking's Mark Holme/Nick Nunn and Greenheath's Gary Bate/Simon Smith followed them home.

Samuel Smith never managed to lead any of the three Mazda MX-5 Super cup races off the line, but won all three. He got past Patrick Fletcher on the opening lap of race one, leaving Fletcher to take third behind Adam Harding.

It was Harding in charge for the first four laps in race two, he remained very close but it was another win for Smith, with Fletcher a distant third.

James Cossins held off allcomers in race three but, from lap four, he slid down the order leaving Smith to the fore, ahead of the duelling Harding and Fletcher.

British Superkarter Liam Morley was another triple winner. In his lights-to-flag race-one win, he was well clear of Ross Allen, and he similarly outpaced Lee Harpham in race two.

In the third race Allen was in front, until Morley surged by into Rocket to seal win number three.

RACE WINNERS

National Formula Ford
Races 1 & 2: Chris Middlehurst (Van Diemen LA10); **Race 3:** Jamie Sharp (Medina Sport JL17)

Mazda MX-5
Races 1 & 2: Jack Brewer; **Race 3:** Oliver Allwood

Fun Cup
Race 1: DespatchBay Express (Andy Bicknell/Harry Mailer). **Race 2:** UVio/Hofmann's Lotus (Scott Fitzgerald/Fabio Randaccio)

Mazda MX-5 Supercup
Races 1, 2 & 3: Samuel Smith

British Superkarts
Races 1, 2 & 3: Liam Morley (Anderson VM)

Modified Fords
Race 1: Piers Grange (Escort Mk2); **Race 2:** Dave Cockell (Escort Cosworth)

Mazda MX-5 Clubmans
Race 1 & 2: Harry Storer

Advertising enquiries: 01732 446757

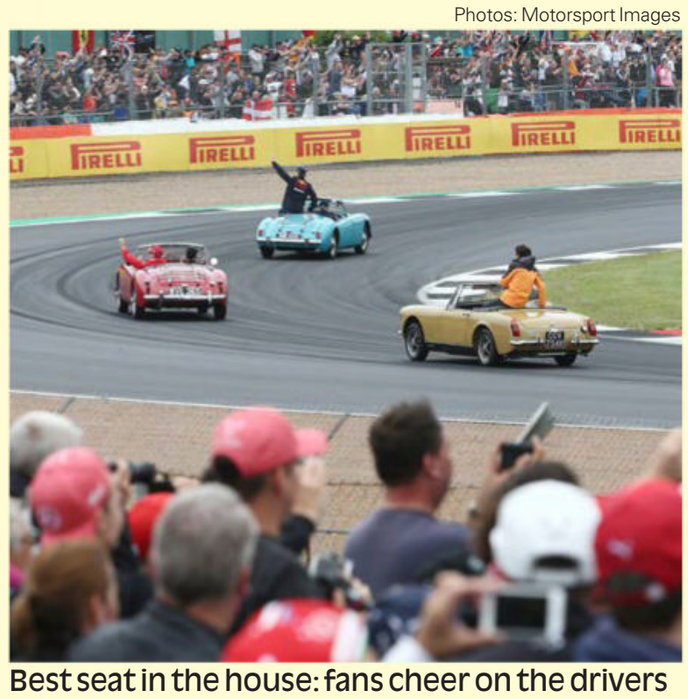
COLUMNIST

MATT JAMES

MN's editor knows that the British Grand Prix's home is now in the right place

Photos: Motorsport Images

Brands was last used in 1986



Best seat in the house: fans cheer on the drivers

I was born and brought up in Kent. And I was a very lucky lad, because there were two circuits in my county that were within easy reach. While I have always had a soft spot for the rustic charms of Lydden Hill, it was Brands Hatch where I did most of my growing up. To me, it was the daddy of all UK tracks and I couldn't understand why it had to share the headline British Grand Prix with Silverstone.

I was naive and very parochial. The bitter taste of Brands Hatch losing the grand prix contract to the 'other' place in Northamptonshire after 1986 left a sting in the tail. Indeed, I remember a race-day programme for a clubbie at my home track in the late 1980s – on April 1 – revealing plans to rework Brands Hatch, reconstruct the elevation changes and turn it into a flat, almost featureless race track – almost like a former airfield. It purported that this was clearly the way to get a blue-riband event…

But Silverstone it was for grand prix racing, and it has become the race's permanent home. I had to get over my distaste for the place. Although unrecognisable from my first visits there in the early 1980s, it has become a great place for the race and there is nothing like the electric atmosphere sat on the spectator banks. It is something I relish when I get the chance to go there.

Sadly I can't make this year's event. The last one I attended in person was the 2019 edition, when I claimed my spot on the spectator banking at the Vale and Club Corner section with my pal Rhys and settled in for the action – which was spiced up considerably when Sebastian Vettel clumsily drove his Ferrari into the back of Max Verstappen's Red Bull right in front of us. The reaction of the crowd is something that I shan't forget – Vettel has never been the most popular driver with the Silverstone crowd and he'd just made a huge unforced error.

Max was, and still is, one of the golden boys in the eyes of the trackside fans and they didn't approve of what had happened. Verstappen is unlikely to get such a sympathetic hearing this weekend should he put one over on Lewis Hamilton. They will, no doubt, applaud and cheer respectfully should the Red Bull emerge victorious but it will be through gritted teeth.

It is the reaction of the packed banks of spectators at Silverstone that makes the British Grand Prix such a special race. It always seems to be a platitude when drivers claim that the UK fans are the most knowledgeable that they perform in front of, but when you stand in the middle of the crowd on race day, it is easy to believe that it is actually true.

And thankfully, due to some hard work behind the scenes by the UK government and the bosses of the track, thousands will be able to throng through the gates this weekend to watch the 10th round of what has already been an intriguing Formula 1 season. That is a huge sigh of relief for the track's bosses – who have been through so many ringers since the venue snatched the grand prix event away from Brands Hatch all those years ago (see, I am still not completely over it…) – but also for the country as a whole.

The galvanising effect of high-profile sporting events in this country has never been more evident than it has been over the last five weeks. And it has been something that has been sorely missing over the last 18 months. But Silverstone is now back, and so are the fans. That, in itself, is enough to put a smile on everyone's faces.

The modern-day Silverstone track is a long way from the circuit of the past

The crowd reaction to the 2019 Vettel-Verstappen shunt was remarkable

"There is nothing like the electric atmosphere sat on the spectator banks"

WHAT'S ON

YOUTUBE

George Russell, our readers' Q&A guest this week, is surely one on the verge of Formula 1 stardom. And UK national racing can claim him as one of their own, as a 16-year-old Russell won the 2014 BRDC British Formula 4 championship (as BRDC Formula 3 was then known), and did so in dramatic fashion.

YouTube gives us a glimpse of it. There are brief reviews of all eight meetings from Russell's title-winning year on BRDC British F3's channel at youtube.com/c/BRDCBritishFormula3ChampionshipMSV/videos.

The best of Russell's title-clinching finale round – or rather, the best of its second and third races – is at: youtube.com/watch?v=W8ydZmWFxUM or via searching 'BRDC F4 round eight review – Snetterton'.

Commentary is from our very own David Addison.

Entering the triple-header Russell was one of six still in contention, though had 21 points to make up on leader Arjun Maini. A poor race-one start meant a rueful poleman Russell finished seventh.

Yet Russell prevailed, clinching honours in the last race. Maini needed to reach the podium, but only managed fifth, while Russell won with a brave pass of Raoul Hyman at Hamilton.

Graham Keilloh

TV GUIDE

This weekend's British GP brings auxiliary TV coverage with it. This evening (Thursday) you can watch Lewis Hamilton's sodden 2008 victory on Sky Sports F1 (2200hrs-0015hrs), while the channel's weekend coverage starts in the usual way today with The F1 Show (1830hrs-1930hrs) followed by the drivers' press conference (1930hrs-2100hrs).

Ted Kravitz's Notebooks are back too, first on Saturday evening at 1800hrs-1830hrs, after F1's first dabble with sprint qualifying, while his race notebook is the same time on Sunday. Both get repeated plenty too.

There are also several chances on BT Sport to catch highlights of each day of the WRC's Rally Estonia this weekend, with day one's best parts shown on Friday at 2100hrs-2130hrs on BT Sport 1, day two's on Saturday at 2200hrs-2230hrs on BT Sport 2, and the final day's at 2030hrs-2100hrs on Sunday on BT Sport 2. All three also get a few repeats.

Sky Sports F1 also shows an hour of highlights from last weekend's British GT championship counter at Donington Park, broadcast first on Friday at 2230hrs-2330hrs, and this also gets plenty of re-airings.

There's also an hour from last weekend's Goodwood Festival of Speed shown this evening (Thursday) at 2100hrs-2200hrs on ITV4.

Graham Keilloh

LIVE TV

FORMULA 1 BRITISH GRAND PRIX SILVERSTONE

Practice 1: Friday, 1400hrs-1545hrs, Sky Sports F1; 1410hrs-1545hrs, Channel 4
Qualifying: Friday, 1725hrs-1930hrs, Sky Sports F1; 1700hrs-1930hrs, Channel 4
Practice 2: Saturday, 1130hrs-1310hrs, Sky Sports F1; 1145hrs-1305hrs, Channel 4
Sprint qualifying: Saturday, 1540hrs-1800hrs, Sky Sports F1; 1545hrs-1745hrs, Channel 4
Race: Sunday, 1330hrs-1800hrs (start time 1500hrs), Channel 4 and Sky Sports F1

WORLD RALLY CHAMPIONSHIP RALLY ESTONIA

SS1: Thursday, 1830hrs-1930hrs, BT Sport 1
SS5: Friday, 1000hrs-1100hrs, BT Sport 3
SS9: Friday, 1600hrs-1700hrs, BT Sport 3
SS11: Saturday, 0700hrs-0800hrs, BT Sport 1
SS15: Saturday, 1400hrs-1500hrs, BT Sport 2
SS21: Sunday, 0700hrs-0800hrs, BT Sport 1
SS24/Powerstage: Sunday, 1200hrs-1330hrs, BT Sport 2

FIA FORMULA 2 SILVERSTONE

Practice: Friday, 1125hrs-1220hrs, Sky Sports F1
Qualifying: Friday, 1645hrs-1725hrs, Sky Sports F1
Sprint race 1: Saturday, 0845hrs-0945hrs, Sky Sports F1
Sprint race 2: Saturday, 1435hrs-1535hrs, Sky Sports F1
Feature race: Sunday, 1040hrs-1200hrs, Sky Sports F1

W SERIES SILVERSTONE

Race: Saturday, 1305hrs-1420hrs, Channel 4

NASCAR LOUDON

Race: Sunday, 1930hrs-0000hrs, Premier Sports 2

LISTINGS

FRIDAY-SUNDAY

■ **Silverstone, Northants**
British Grand Prix: Formula 1, W Series, Formula 2, Pre '66 GT **Starts** Friday, practice from 0940hrs Saturday, racing from 0910hrs Sunday, racing from 1040hrs **Admission** from £99 (Friday) **Web** silverstone.co.uk **Advance tickets only**

SATURDAY

■ **Oulton Park, Cheshire**
CTA meeting: TCR UK/Touring Car Trophy, Civic Cup **Starts** racing from 1235hrs (practice from 0830hrs) **Admission** adult £19, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

SATURDAY-SUNDAY

■ **Donington Park, Leics**
MGCC meeting: Morgans, MG Trophy, MG Metro, Midget and Sprite, BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Relay **Starts** Saturday, racing from 1220hrs (qualifying from 0905hrs) Sunday, racing from 1105hrs (qualifying from 0905hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

SATURDAY-SUNDAY

■ **Snetterton, Norfolk**
750MC meeting: Club Enduro, Formula Vee, Alfa Romeo, Locost, Type R Trophy, Toyota MR2, Sports 1000, Roadsports, Historic 750 Formula, Armed Forces Race, CALM All Porsche Trophy **Starts** Saturday, racing from 1145hrs (qualifying from 0900hrs) Sunday, racing from 1040hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

WE NEED YOU! GET INVOLVED WITH MN

EMAIL matt.james@kelsey.co.uk

TWITTER Updates: @MNmotorsport

FACEBOOK & INSTAGRAM Search for 'Motorsport News'

DIGITAL ISSUE See motorsport-news.co.uk

WRITE TO US Motorsport News, Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

ART EDITOR MIKE STOKOE'S **FAVOURITE OF THE WEEK!**

Richard Salisbury knows how to appeal to our Art Editor Mike Stokoe with this classic Jaguar

Photographs must be of a good quality and please send no more than three images

Graham Lomax's shot of a Marcos racer

Mini adventure: Alex Ireland captured Knockhill woe

David Goodhand enjoyed Croft

Gary Hill captured this Euro NASCAR spill

NEXT WEEK — OUT THURSDAY, JULY 22

*Correct at time of going to press

IT'S COMING HOME!

ALL THE REACTION AND ACTION FROM THE BRITISH GRAND PRIX

We give you the lowdown from Silverstone's showpiece

SPECIAL GUEST: READERS Q&A WITH RUBENS BARRICHELLO

The popular Brazilian pulls up a chair for your posers

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Digital Content Producer: Helena Hicks
Helena.Hicks@kelsey.co.uk

Contributors
Rallying Editor: Colin Clark
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Managing Director: Kevin McCormick
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue
orderline: 0845 241 5159
Overseas subscription
orderline: 0044 (0) 1959 543 747
Toll free USA subscription
orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain
Marketforce (UK)
3rd Floor, 161 Marsh Wall, London, E14 9AP
Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland
Newspread
Tel: +353 23 886 3850

Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/ . If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

KELSEY media
www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Classified

Telephone: 01732 446 755 Email: info@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325 or email info@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

Goose Taxation

Chartered Accountant & Tax Adviser for Motorsport Contractors, Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

With speed and accuracy – the amplified link to our motorsport interests

ICAEW CHARTERED ACCOUNTANT

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE

POLICIES FOR
✓ COMPETITION CARS
✓ RALLY & RACE CARS
✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

CompBrake-Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

[3MM OR 5MM!]

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!

FUEL TANK ALUMINIUM 20 GALLON CURVE
[H300mm x W300 x L900mm]
£299.99 PROJECT
CMB-FT-020R
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
[H610mm x W610mm x L1525mm]
£449.99 PROJECT
CMB-FT0150
CUSTOM
1 X FAR SIDE FILLER +FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]
£199.99 PROJECT
CMB-FT014
CUSTOM
INLET, 6MM OUTLET
1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]
£159.99 PROJECT
CMB-FT010
CUSTOM
1 X FAR SIDE FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
[H150mm x W250 x L490mm]
£119.99 PROJECT
CMB-FT-004
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]
£199.99 PROJECT
CMB-FT017
CUSTOM 1 X CENTRAL MOUNTED OFF-CENTRE FILLER NECK +STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
[H230mm x W750mm x L1860mm]
£599.99 PROJECT
CMB-FT015
CUSTOM
INLET, 6mm OUTLET
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
[H300mm x W300mm x L900mm]
£209.99 PROJECT
CMB-FT018-TW
CUSTOM
2 X FILLER NECKS + STRAPS [FOAM FILLED]

Quote SP329 when you call: 01744 895 888 www.compbrake.com

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: **sales@compbrake.com** Technical: **technical@compbrake.com**

MARKETPLACE

Vehicle Wiring Products

"We supply a comprehensive range of wiring products for repair, modification or complete rewire to your Classic Car"

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

Tel: **0115 9305454** • Email: **sales@vehicleproducts.co.uk**

Vehicle Wiring Products Ltd, 9 Buxton Court
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF

QED

Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
TO ADVERTISE CALL
01732 446755

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods

Have the pistons you need, not a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com

Cambridge Motorsport Parts
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

---

Machine Mart

30720

IDEAL ALL-WEATHER PROTECTION

Clarke

MODEL SHOWN
CIS8612
(12' X 6'5" X 8')

LENGTH UP TO 12'

SHELTER/SHEDS
UP TO 12' (3.7M) LONG

Great for use as a garage, workshop or storage area

- UV treated waterproof polyethylene cover
- Ratchet tightening to ensure drum-tight cover
- Heavy duty powder coated steel tubing
- Push-fit hardware ensuring strength and easier installation

ZIP CLOSE DOOR

FROM ONLY
£159.00 EXC.VAT
£190.80 INC.VAT

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIS788	2.4 x 2.4 x 2.1M	£159.00	£190.80
CIS8612	3.7 x 2 x 2.4M	£189.00	£226.80
CIS81212	3.6 x 3.6 x 2.5M	£209.00	£250.80

"Very happy, my bike fits in nicely with plenty of room to do any work on it, would recommend this product."
See www.machinemart.co.uk

4 EASY WAYS TO BUY...

IN-STORE SUPERSTORES NATIONWIDE
TELESALES 0115 956 5555
ONLINE machinemart.co.uk
CLICK & COLLECT OVER 10,000 LOCATIONS

All prices correct at time of going to press. We reserve the right to change products and prices at any time. E&OE.

CBR
CRAIG BECK RACING

Historic Engine Specialist
Lotus Twin Cam
Ford Cosworth BDA/BDG

CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with;-

- *In-house Ultra-Sonic Parts Cleaning*
- *In-house Super Finishing Process*
- *In-house Dyno Testing*

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR CRAIG BECK RACING

COMETIC GASKET LTD

Automotive Gaskets & Seals

Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries. If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.

www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

motor FREE ADS

FEATURE YOUR *MOTOR* IN YOUR FAVOURITE MAGS!

OR FIND YOUR NEXT!

CURRENT LISTINGS

ASTON MARTIN DB7

1997, 52000 miles. Auction 28/29th July. DB7 3.2 Auto, Coupe, Yellow (Cat D), Petrol, Auto, 3239cc. Four previous keepers, current since 2016. Comprehensive history file, predominantly by Chiltern Aston Martin. Subject to an insurance claim in 2006, rendering a category D. MOT until 21 October 2021. More photos on our website and will have fresh photos taken when arrived. Please call 01233506266, South East. (T)
108753

BMW ALPINA

2005, £24,995. A very rare and powerful Alpina B5 with just 3 owners. In fantastic condition throughout, with no dents or scratches just very minor stone chips to the leading edge of the bonnet, the alloys are almost perfect and recently refurbished, the interior is beautiful with no rips, tears or marks. There is no rust anywhere on the car and the headlamps are clear. Please call 07711645465, South East. (T)
109008

JAGUAR XK

2012, £19,995. High spec and beautifully presented 5.0 Portfolio. Drives as well as it looks. White with black interior. 16 way electric memory heated and cooled seats, heated steering wheel, heated screen, Bowers and Wilkins sound system with DAB radio, and much more. MoT till July 2021. Please call 01424 234555, South East. (T)
108557

JAGUAR XK8

99410 miles, Guide price: from £6,250 to £8,250. XK8 Coupe Auto Sports, Blue, Petrol, 4000cc. Current owner since 2003, 2 previous keepers. PDI + 17 Service stamps up to 99,205 miles in 2019. Extensive invoices and bills predominantly Jaguar specialist. Used car invoice from Arun Jaguar in 2003. Auction 28/29th July. MOT valid until 2 November 2021. Please call 01233506266, South East. (T)
108776

JAGUAR XKR

88510 miles, £12,500. Coupe Lux 4.3 super charged V8. Finished in midnight with warm charcoal trim. Stunning example from a private Jaguar collection. Very high specification including keyless entry. Two sets of keys, SatNav, premium sound system, adaptive lighting, and more. MoT 4th March 2022. Please call 07815 040038, South West.
108508

LOTUS ELISE

1998, 52739 miles, £17,500. Elise S1. Metallic Norfolk mustard yellow with blue leather interior. Excellent service history with 13 service stamps, including head gasket in 2010 and serviced by us in April 2021. Please call 01234750205, East of England. (T)
108716

MG MGB

1972, 34816 miles, £5,995. This has a refurbished engine, stainless steel exhaust, new petrol tank, new radiator, roll cage, new wheels and tyres never driven on, Perspex windows, hood frame, comes with 3 hard tops as I need the space, Sebring front and back valence, and more. Please call 07956 500060, Greater London.
108778

PORSCHE 718

2019, 3000 miles, £93,995. Black, M003 Clubsport, 918 carbon bucket seats, Extended leather, PCCB's, Park assist with reversing camera, Steering wheel in Alcantara with 12 o'clock marker in yellow, Bose sound system, Carbon interior package, and more. Please call 01296 663824, East of England. (T)
108541

PORSCHE 718

2020, 400 miles, £92,995. Python Green, Black leather and alcantara Sports seats, Heated seats, Extended leather, Alcantara steering wheel and gear-lever, Dual zone climate control, Park assist rear, PCM with Apple car play, DAB radio, Sound package, Brushed aluminium interior trims, Decorative stitching in contrast colour, Steering with 12 o'clock marker in red, and more. Please call 01296 663824, East of England. (T)
108542

PORSCHE 911

1982, £43,996. 911 Targa (930). Full professional restoration over five years. Original factory colour, full nut and bolt engine rebuild. Less then 3k miles covered over last 11 years. Right hand drive, manual. Lots of paperwork and invoices. More pictures available on request. Please call 07721 539904, South West.
108822

PORSCHE 968

1994, £22,995. 968 Sport 'Club Sport Lux'. Manual, speed yellow exterior, two door. 1 of only 306 models made. This one has had only 6 previous owners covering just over 119k miles. 6 Speed gearbox, lift out sunroof, 17" Cup wheels, electric mirrors, Cd player, Original Porsche spare wheel and pump. Comes with a very good service history with 35 stamps in the service book. Please call 01636812700, East Midlands.
108734

PORSCHE 997.1

2005, 11500 miles, £79,995. 997.1 CSR - CAR028. Brewster green with Porsche dark green interior. Full service history. Please call 01296 663824, East of England. (T)
108543

PORSCHE 996

2003, 62000 miles, £74,995. 996 MK2 GT3. Guards Red, Black leather bucket seats, Climate control, CDR23 radio/CD, Aluminium interior pack, Rear section of centre console in interior colour, Guards red seat belts and Porsche 'Tequipment' bolt in half cage. Please call 01296 663824, East of England. (T)
108545

TOYOTA MR2

6401 miles, £25,992. MK1 MR2. Full service history. Original and immaculate, probably best available. Owned since 2003, recent belts and service. Please call 07803 042618, Scotland.
108512

VOLKSWAGEN GOLF

2017, £26,995. FULL VW SERVICE HISTORY INCLUDING RECENT SERVICE WITH HALDEX!, 5 seats, Black. Please call 01924 471 251 , Yorkshire and the Humber.
108487

VOLKSWAGEN GOLF

£46,995. Stunning All New Golf R 8 DSG Finished In Deep Black Pearl With Upgraded Three Tone Carbon Leather Interior. Please call 01484480777, Yorkshire and the Humber.
10849

UPLOAD YOUR CAR FOR SALE AT

WWW.MOTORFREEADS.CO.UK
OR EMAIL CARS@KELSEYCLASSIFIEDS.CO.UK

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com
Goose Taxation

COMMUNICATIONS

Pit to Car Radio & GSM solutions
0044(0)1508 528837
Autotel Digital Race Radio
www.raceradio.co.uk

ELECTRONICS

Vehicle Wiring Products
0115 930 5454
www.vehicleproducts.co.uk

ENGINES

CBR Craig Beck Racing
Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

COMETIC GASKET LTD
www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com
Builder Street, Llandudno. LL30 1DR
sales@groupbmotorsport.com
01492 339574
TRACK DAY | CLASSIC MOTORSPORT | MODERN MOTORSPORT
LOTUS AUTHORISED REPAIR CENTRE

EXHAUSTS

SIMPSON Race Exhausts
The Stainless Steel Rally Exhaust Specialists ...
Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES

ELITE racing transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
T: 01782 280 136 F: 01782 269 913
E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE
Buy online in minutes - trackday-reis.co.uk
*Conditions apply
reis motorsport insurance
0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk
*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only. Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to eligibility and underwriting criteria.
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

OILS & LUBRICANTS

witham Motorsport OILS
MOTUL OFFICIAL UK DISTRIBUTOR AUTOMOTIVE LUBRICANTS
MOTUL Since 1853
www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON The POWER to Perform
020 8518 9136
www.burtonpower.com

RACE & RALLY PARTS

Cambridge Motorsport Parts
Tel: 00 44 (0)1462 684300
www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport
www.compbrake.com
+44(0) 1744 895 888
Please visit our website for a free catalogue

RACE & RALLY PARTS

orranje orranje.co.uk
MINI Performance Parts, MINI Tuning & MINI Styling Products, for MINI Enthusiasts by MINI Enthusiasts.
@OrranjeP #orranje @OrranjeP /OrranjePerformance

RACE & RALLY PARTS

Rally Design
www.rallydesign.co.uk
01227 792 792

DRY SUMP

PACE
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

TRAILERS & TRANSPORTERS

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience speedline
flowforming Tel: +44 (0) 1952 582 825 Corse
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford
Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Natalie Harman
Account Manager
T: +44 (0) 1732 446 757
E: Natalie.harman@talkmediasales.co.uk

Matt Ryan
Advert Production Manager
T: +44 (0) 1732 446 755
E: Production@talkmediasales.co.uk

TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE PLEASE CALL NATALIE HARMAN

01732 445325

NEW CUPRA *FORMENTOR.*

LET YOUR HEART CHOOSE FOR ONCE.

YOU CAN CHOOSE THE STRAIGHT PATH, LIKE ALWAYS. IT'S EASIER, LESS TROUBLE. OR YOU CAN CHANGE COURSE AND CHOOSE ANOTHER WAY, ONE THAT YOU'D NEVER HAVE THOUGHT TO TAKE. AND IF THAT FEELS RIGHT, THE NEW CUPRA FORMENTOR IS FOR YOU.

DRIVE ANOTHER WAY.

Official fuel consumption for the CUPRA Formentor range mpg (litres/100km): 31.4 (9.0) – 235.4 (1.2). CO_2 emissions 33-203 (g/km).

**Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. Figures may not reflect real life driving results. Data correct at May 2021.*

CUPRAOFFICIAL.CO.UK

CUPRA